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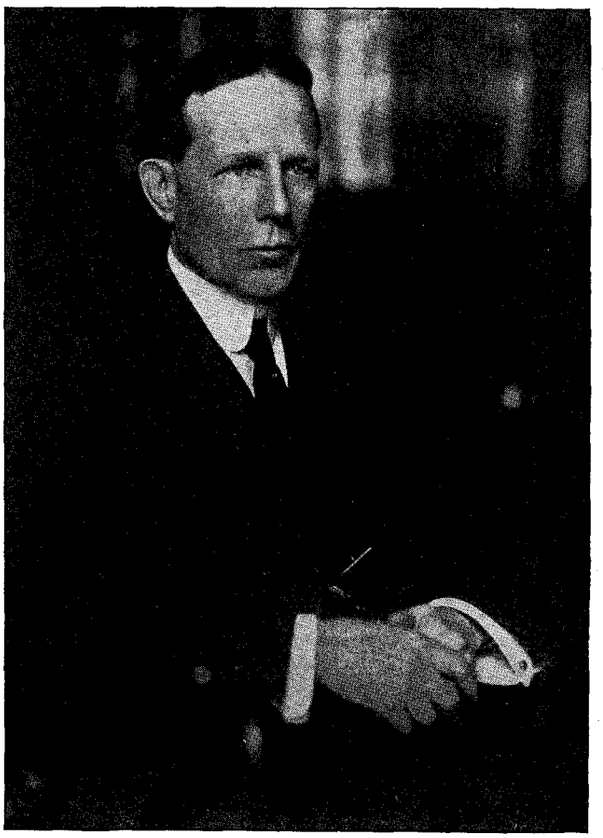
TOPICS OF THE DAY

END OF THE DYNAMITE "CONSPIRACY"

WITH ALL BUT TWO of the executive officers of the International Association of Bridge and Structural Iron Workers convicted and awaiting appeal as dynamite conspirators, the press agree for the most part that while organized labor should not be judged by the deeds of these men, it should heed the lesson. As the New York *World* puts it, "it was not the fault of honest union men that these criminals murdered and destroyed, but it was the fault of honest union men that such criminals attained and held autocratic power in labor organizations." And *The Herald* sees especial importance in the "fact that there has been no change in the recognized leadership of organized labor since it lent itself to the raising of a large defense fund for the men now branded as criminals." But while writers differ in their counsels to labor and in their distribution of the final responsibility, they agree as to the significance and importance of the trial itself. In the number of the defendants, the character of the charges, the amount of work necessary to collect the evidence and arrest the accused and bring them to Indianapolis, the hundreds of witnesses examined, and the total cost (estimated at upward of $1,000,000), this trial, according to the reported opinion of the Federal prosecutors, is the most remarkable in the history of the United States. And by some observers the real significance of this case lies deeper, and is the latest and loudest challenge to the American people to justify their belief, as the Springfield *Republican* says, in "the sufficiency, wisdom, and permanence of present relations between employer and employed."



THE JUDGE WHO CONDUCTED THE TRIAL.

Judge Albert B. Anderson, who sentenced thirty-three of the forty labor leaders to prison for taking part in a dynamite conspiracy.

As a consequence of the McNamara case, it will be remembered, fifty-four labor leaders, nearly all connected with the International Association of Bridge and Structural Iron Workers, were indicted last spring for conspiracy to violate the laws of the United States and for illegally transporting explosives. Six of these men were not put on trial, and eight others were discharged during the proceedings, which began on October 1. Thirty-eight of the remaining forty were convicted on all the counts of the indictment, two were acquitted. Five of the men found guilty were let off on suspended sentence, as was also Edward Clark, who pleaded guilty at the opening of the trial. Terms of imprisonment were imposed by Judge Albert B. Anderson as follows:

Frank M. Ryan, president of the Iron Workers' Union, seven years; John T. Butler, vice-president, Herbert S. Hockin, former secretary, Olaf A. Tveitmoe, secretary of the California Building Trades' Council, Eugene A. Clancy, former vice-president, Philip A. Cooley, member of executive board, Michael J. Young, member of executive board, J. E. Munsey, and Frank C. Webb, six years each. Two other prisoners received four years each, twelve three years, four two years, and six one year and one day.

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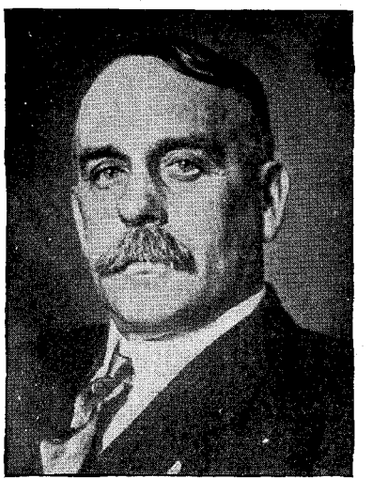
OLAF A. TVEITMOE.

The San Francisco labor leader, whose conviction W. J. Burns declares to be more important than all the others.

HERBERT S. HOCKIN.

Former Secretary of the Iron Workers Union, who planned much of the dynamiting work, and then betrayed his fellows.



FRANK M. RYAN.

President of the Iron Workers Union. He received the heaviest sentence that was given—seven years.

LABOR LEADERS SENT TO PRISON FOR A "CONSPIRACY"

The basis for appeal to a higher court is thus stated by one of Senator Kern's colleagues as counsel for the defense:

"To link the separate offenses together by calling them a conspiracy and to say that because McManigal carried explosives all the men are guilty has been the basis of the Government's prosecution, but it will not be sustained in the higher courts.

"Our contention is that the crimes of blowing up non-union work do not form a conspiracy cognizable by the Federal Govern-

THE TRUE SYMBOL AND THE FALSE.
—Macauley in the New York *World*.

ment, and that each crime of illegal transportation is a separate offense, unrelated, and not part of a conspiracy."

That justice was done at Indianapolis will, in the opinion of most newspaper editors, be the general sentiment of the American people. Indeed, such papers as the New York *Sun*, *Evening Post*, *World*, *Tribune*, and *Times*, Indianapolis *News*, and Springfield *Republican* are but little more certain than some of their Socialist contemporaries that the dynamite conspiracy was only too well established. It seems incredible to the Milwaukee *Leader*, of which Congressman Victor L. Berger is editor, "that there could be a conspiracy of the magnitude charged in the indictment of the iron-workers," yet, considering the evidence, it is "apparent that the higher officials of the organization could not have been altogether ignorant of the activities of the McNamaras." Nor has *The Leader* much more patience with the "utter folly" of dynamiting than have such papers as the New York *Commercial* with the "gigantic iniquity" which they decry. Terrorism, says the Socialist daily,

"Is to be condemned, not because it invariably breeds spies and is ever betrayed, but because it is bound to defeat the very purposes which it is designed to promote. The dynamiter and the assassin are the worst enemies of the cause which they would serve.

"No one in his senses believes that the McNamaras and their associates in the dynamite conspiracy helped the cause of labor. If their every move had been directed by the National Erectors' Association they could not have served it more faithfully than they did. . . . . .

"The lesson should not be lost upon the workers of America. . . . If the workers only learn that Socialist literature and Socialist papers are infinitely stronger and more effective than dynamite, even this unfortunate case may serve some good purpose in the end."

Editors whom this writer would call "capitalistic" are equally concerned that the workingman shall heed the lesson of the dynamite trial, but to their mind the teaching is somewhat different. Nearly all union-labor men are "decent men," declares the New York *Press*, now one of the leaders in the Progressive crusade for social justice, yet—

"Such men, for the most part as good citizens as those that sat in the jury box at the trial of the dynamite conspirators, did permit the officers of their national organization to rage against the representatives and the processes of the law going to the bottom of the murder trade. They did not reprove Mr. Gompers and other leaders for their baseless assaults upon the integrity of those engaged in uncovering the details of the crimes, that justice might be done to the guilty, whether in or out of labor-unions. . . . . .

"After the Los Angeles trial this was their work. As much as ever it is their work after the Indianapolis verdict. If they do not do this work—a duty to themselves as well as to the country—they must see organized labor in a lower repute than it has been before, and see the public denying to it credit that it ought to value, if for no other reason than that it is necessary to the welfare of the unions."

But these exposures have their "lesson of grave import" for

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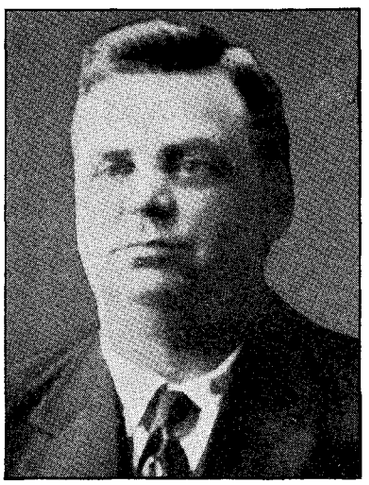
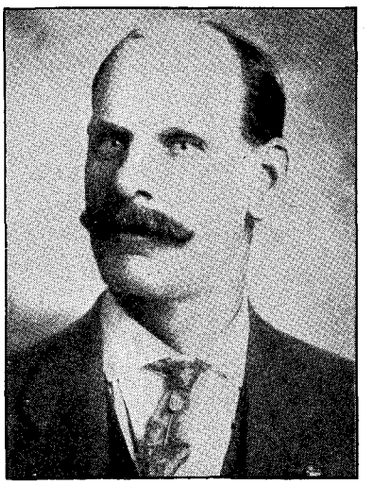


JOHN T. BUTLER.

Vice-President of the Iron Workers Union and one of the eight men sentenced to imprisonment for six years.



JOHN E. MUNSEY.

Who was business agent of the Iron Workers in Salt Lake City.

MICHAEL J. YOUNG.

The Boston business agent of the Iron Workers, who is alleged to have directed the explosions in New England.

TO BLOW UP NON-UNION IRON AND STEEL WORK.

us all as a nation, as well as for the workers and their advocates, and their "most sinister aspect," according to the Springfield *Republican*, "is the demonstration that labor warfare leads so easily to the use of violent methods characteristic of military force." And this campaigning "is necessarily quite unregulated and unrestrained," for the State will not, and can not, "recognize the use of violence as legitimate in industrial conflicts." Yet *The Republican* does understand:

" What a tremendous temptation to use violence the present system of legalized labor warfare presents to the brigadiers of the trade-union army when bitterly fought strikes arise. The operations of the dynamiters the past few years have in reality been the product of the system of industrial relationships under which we now live. The convictions of trade-union officials which have come in the past year, wholesome as they undoubtedly are, do not merely stamp them as criminals; they serve once more to challenge us all concerning the sufficiency, wisdom, and permanence of present relations between employer and employed."

Labor leaders are somewhat reticent since the trial. Mr. Gompers says: "I have no statement to make, and probably shall have none to make hereafter." Utterances from lesser lights in the labor world, as gathered by the press, show two different points of view. Some denounce the verdict as "ridiculous," and the trial as "farcical" and "unfair." Others admit the guilt of the dynamiters, but protest that only a few men were guilty, and that organized labor and its present national leaders do "not stand for violence and will not suffer by the convictions."

But there are those who feel more free to express their feelings. General Otis's Los Angeles *Times*, a notable victim of dynamite, comes out with a jubilant editorial which concludes:

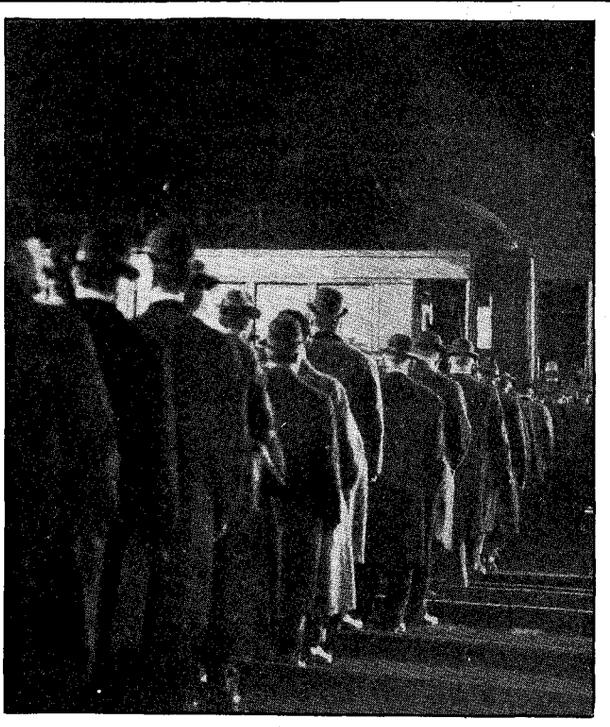
"The Indianapolis convictions will be a warning to all dynamiters and assassins that, altho 'the mills of God grind slowly, yet they grind exceeding small.' It is well."

Men who took part in the prosecution, including Detective Burns, also express an evidently genuine satisfaction. Walter Drew, counsel for the National Erectors' Association, which was the foe hated by the dynamiting iron-workers, asks what the attitude of the American Federation of Labor will be toward the Iron Workers' Union.

"Will the Iron Workers be retained as members of the Federation? Mr. Gompers repudiated McNamara, and it now appears that McNamara was acting in full accord with his entire executive board in his dynamiting campaign. Does the Iron Workers' Union still remain eligible to membership in the Federation?"

Leaving such questions for officers of the Federation to settle in the future, we quote the following summing up of the dynamite campaign, from the remarks made by Judge Anderson when passing sentence upon the iron-workers:

"This scheme or campaign of dynamite was entered into and carried on throughout the country from the Atlantic to the Pacific. The evidence discloses an appalling list of crimes in addition to those charged in the indictments. These crimes were all committed in the name of organized labor. I will not believe that organized labor approved such practises. . . . . "The evidence in this case shows that almost one hundred



THE END OF A "CAMPAIGN OF DYNAMITE."

The sentenced iron-workers on their way to the train which took them to Leavenworth prison.

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explosions, damaging and destroying structures in process of erection by, and machinery of, open-shop concerns took place, culminating on the first day of October, 1910, in the destruction of the Los Angeles *Times* building and the murder of twenty-one people. Every one of these explosions was upon the work of open-shop concerns, and no explosion is shown to have taken place upon any closed-shop job. Since the arrest of the McNamaras and McManigal the explosions have ceased.

"This system of destruction was not carried on for revenge or obedience to any other human passion but for the deliberate purpose, by a veritable reign of terror, to enforce compliance with the demands of the iron-workers upon the open- and closed-shop question. . . . . .

"The evidence shows that in the early part of the struggle, one court issued an injunction against violence. It is the one bright spot in the dark history of this conspiracy. In recent years we have heard much denunciation of government by injunction, but a consideration of the evidence in this case will convince any impartial person that government by injunction is infinitely to be preferred to government by dynamite."

But to this the New York *Globe* replies:

"The judge is doubtless right in his estimate of which is the greater evil. . . . . .

"Nevertheless it is worth while to observe that government by injunction is the parent and cause of government by dynamite. When did men, not otherwise criminal, begin to say it was necessary to use extra-legal means to enforce respect for what they believed were the rights of labor? It began, in point of period, about the time it became the habit of judges to interfere in industrial disputes in such a way as to create the impression among great masses of men that the courts were in the pay of the few to oppress the many."

The outcome of the trial in Indianapolis is welcomed by many as a vindication of our courts and of the jury system. Yet the New York *Sun* regrets that the very activity of the United States Government in these cases "will unquestionably have the effect of still further relaxing an already weakened sense of local responsibility." During the trial Judge Anderson complained that, in the case of one of the explosions, "had the local authorities done their duty there wouldn't have been any need of a trial here." And *The Sun* remarks: "It is a portentous symptom of present-day politics that all over the country the belief is strong that relief from abuses can be got only by the intervention of some far-away power." But the local authorities" may still have their chance, for Attorney-General Wickersham is willing to turn over all the Government evidence collected at the Indianapolis trial to the authorities of the States where the offenses were committed, with a view to supplementary proceedings against the men just convicted.

TO KEEP DRY STATES DRY

THE NULLIFICATION of State-wide prohibition by express shipments of liquor has been a bone of bitter contention between the wet and dry forces for years. Now the drys hope to win by persuading Congress to enact Senator Kenyon's bill forbidding the shipment of intoxicants into "dry" States. Senator Lea's Nashville *Tennessean* thinks the enactment of such a law would have a far-reaching effect. "The passage of this measure," it says, "would be a signal triumph for the temperance people of the United States, while it would be a heavy blow to the liquor interests." *The Tennessean*, like many other large dailies, does not seem to take a pronounced stand either for or against the bill; but a few papers are willing to state their views frankly, and the Providence *Journal* is one of them. In its opinion the bill is "a kind of sumptuary legislation which would be as fatal in its effects as the Canteen Law," and "all the lobbying of the W. C. T. U. enthusiasts should not prevail against plain morality and common sense." The main section of the bill, with slight changes since its original introduction, provides—

"That all fermented, distilled, or other intoxicating liquors transported into any State or Territory, or remaining therein for use, consumption, sale, or storage therein, shall, upon arrival within the boundaries of such State or Territory, and before delivery to the consignee, be subjected to the operation and effect of the laws of such State or Territory enacted in the exercise of its reserved police powers, to the same extent and in the same manner as tho such liquids or liquors had been produced in such State or Territory, and shall not be exempt therefrom by reason of being introduced therein in original packages or otherwise."

The Washington *Post* says some of the ablest lawyers among the Senators who favor the measure have admitted that they were doubtful as to its constitutionality, and it thinks such a concession by the bill's friends is a pretty good sign that it would not stand the test. *The Post* presents this hostile argument:

"That this is dangerous and pernicious legislation is best shown by the fact that if the inviolability of interstate commerce from State interference is once jeopardized with respect to one article of interstate commerce, it establishes a precedent that may arise to plague the makers of our laws upon other articles of legitimate commerce at the behest of agitators in one or more of the States.

"Of the 48 States now in the Union but eight States have State-wide laws prohibiting the manufacture and sale of liquors. Others have county, municipal, parish, or township prohibition

TIME TO BESTIR HIMSELF.
—Bowers in the Newark *News*.

HOW TO STOP IT.
—Paul in the Jersey City *Journal*.

ONLY HIS LITTLE FUN.

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AND GROWING—
—Bartholomew in the Minneapolis *Journal.*

CALL THE OTHER WITNESSES.
—Fitz in the Chicago *News.*

IMPRESSIONS OF THE MONEY POWER.

of manufacture and sale. No State prohibits the use of liquors or their possession for personal use. Nearly all States have search and seizure laws. It looks as if, aside from the constitutional validity of a measure delegating to the States the regulation of interstate shipments of liquor, the advocates of the Kenyon Bill should devote their energies to the enforcement of State laws of unquestioned validity. Strict enforcement of State laws would accomplish all that the advocates of the Kenyon Bill assert they are seeking."

The Baltimore *News*, while sure the proposed law would diminish the sale and consumption of liquor in "dry" States, believes that until there is much stronger antiliquor sentiment than now exists, the measure "will not by any means be the cure-all it is expected to be." However, *The News* thinks that in view of the fact that the constitutionality of the Kenyon Bill is disputed, and that the efficacy of such a law is unproved, "this is as good a time as any to settle the issue and, if the Supreme Court upholds the law, proceed to make the experiment concerning the merit of which the average citizen is in a maze of doubt."

The Washington correspondent of the New York *Sun*, however, says the bill is "a well-considered measure," and is "the legitimate successor of the Hepburn-Dolliver Bill, which attracted so much attention a few years ago and was the last serious attempt in Congress to remedy an evil of which the prohibition and local option States have constantly complained." After citing a number of decisions of State courts and of the Supreme Court of the United States to support his argument, Henry W. Wilbur, writing in the Philadelphia *Public Ledger*, makes this reply to those who assail the attempt to make the so-called "dry" States really "dry":

"In its simplest form the question resolves itself into these statements: Have a few citizens of one State the right to bring into contempt and nullify the police regulations which the citizens of another State have employed for their protection, doing the same under the cloak of the general Government? When a man takes himself from one State to another he at once becomes amenable to the laws of the State to which he goes, and from them he can open no interstate-commerce door of escape. Is it common sense, common law, or common justice to hold that a commodity has more rights than the individual who owns the commodity? If the man in transit becomes amenable to the laws of the State which he enters, why should the commodity which the man could not sell have the right of way against the laws of the commonwealth simply because it is done up in an inanimate 'original package'? If the United States Congress may stop an interstate commerce in white sulfur matches and other injurious articles and interstate commerce in women for immoral purposes, why may it not call a halt in the interstate commerce in alcoholic liquors for the same purpose?"

THE PROBLEM OF VICE AND GRAFT

PARALLEL with the fight of the cities against political corruption runs their struggle to find some adequate way of dealing with the problems presented by commercialized vice. One of the gravest of these problems, the levying of protection money for the police from the keepers of disorderly houses, is now being dragged into the open in New York by a grand jury and an aldermanic investigating committee. Altho up to the present the investigators have not been able to do much more than reveal in fresh and startling detail what *The World* calls "the familiar triangle of politics, vice, and police," editorial comments reflect a confidence that some measure of constructive reform will be the final outcome. Whatever else may come of the Becker case and the present vice-graft investigations, declares *The Evening Post*, one result should be "such a determination to rush the Tammany monster as this city has not experienced since the days of Tweed." "It may be impossible to suppress the vice which pays police blackmail," remarks *The Press*, "but it is possible to exterminate the blackmail." And the Brooklyn *Eagle* declares confidently that "the outlook for good government and good morals has seldom been better than in the wake of recent revelations as to actual conditions."

Perhaps the most important witness before the aldermanic committee was Mrs. Mary Goode, keeper of a disorderly flat, whose testimony not only accused certain individual policemen of blackmail and extortion, but revealed a surprizing attitude toward her own calling. According to her there are some 35,000 fallen women in New York who are made to pay tribute to the corrupt members of the police force. The average price paid for police protection by flats such as hers, she said, was $60 a month, while some houses pay as much as $1,000 a month. Prostitution in New York, according to Mrs. Goode, has been largely organized into a "vice trust." Urging that her class be removed from the jurisdiction of the police and placed under

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the authority of a citizens' committee, she said, according to the New York *World's* report:

"There is not a mayor living who can stop the police from taking money under the present conditions, and there is no district attorney who can stop it. . . . . .

"Here is what we want. We want to be put under a committee —we don't care what you call it. Nor do we care whether we are segregated or not. If left to ourselves we would always choose places where there are no families or children. We would go there of our own accord.

"In return we would help you with the women who frequent the streets, we will help you with the noise and disorder, we will tell you about young girls and their cadet masters for whom they are working, and of how they are made to steal for these wretches. If they are put in houses and under the espionage of a committee they will be taken care of. If they are under age they will be reported."

Another witness was George A. Sipp, a proprietor of Raines Law hotels, and the burden of his story, like that of Mrs. Goode, was that vice in New York pays a huge tribute to the police. Of this police exploitation of lawbreaking *The World* says:

"It is this that, instead of limiting vice, encourages and fosters it for a greater revenue; that adds the grave crime of extortion to the petty offense of illegal liquor sales; that enrolls its hired bravos to 'regulate' gambling by deliberate murder.

"These things demoralize the force. They wreck discipline. They multiply crime. They furnish seed and soil for political corruption."

We need not hope for an honest police force, thinks this paper, until "the regulation of all public nuisances, including vice and gambling and the sale of liquors," is taken away from the police and "placed in the hands of the Board of Health or a special department."

"Unenforceable laws against vice are the hotbed of graft," declares a former Deputy Police Commissioner. "It is everybody's business to work for a change in the laws which make the temptation to graft inevitable," agrees the New York *Globe*, and *The Evening Post* turns to the experiences of Pittsburg, Atlanta, Chicago, and Philadelphia for light on this problem. We read:

"What is the remedy for this extortion and blackmail? Mary Goode suggests a citizens' committee, under which shall be placed all of these resorts. She states that she has been reading much upon the subject of the terrible traffic of which she is a part, and it is possible that she has heard of the Pittsburg Morals Commission, consisting of twelve members and appointed last May by Mayor Magee. In Pittsburg there were, until recently, conditions closely approximating those in New York. But they had an upheaval there, being blest with a Mayor who does not worship things as they are because they are, and desires to see if there is no other way of progressing morally than by 'keeping things quiet' and 'the outward aspect of affairs orderly.' Also they put the Director of Public Safety, which is the title of their Police Commissioner, on trial. It came out then that 197 disorderly resorts had been opened in the last three years, in addition to eighty-four existing ones; that together old and new paid about $1,700,000 for police protection. In them the sale of liquor was open, and every evil feature of unrestricted vice flourished. Then, last spring, came the Morals Commission, and now the underworld of Pittsburg is 'at bay,' as Rabbi Coffee, a member of the Commission, phrases it.

"The members of it, the Rabbi reports in *The Survey*, 'believe that the only solution of the problem is elimination' by gradual restriction. They have wisely felt their way slowly—rapidly enough, however, to close forever 150 houses, to cleanse completely twenty streets, 'one infamous for fifty years.' Every assignation house has been closed, street-walkers appear at their peril, all liquor-selling has been stopt, and the profits of the houses are so reduced that some are voluntarily going out of business. There is a certain amount of medical supervision. The kindliest spirit is shown to the women, who are aided in finding work and are no longer robbed by those who harbor them. In other words, everything is being done which the advocates of toleration and segregation suggest—those who believe that this world-old evil must be compromised with. But the Pittsburg Commission does not think so, and neither did the Chicago Vice Commission, and neither has any of the other commissions, ten or more, appointed within the last few years. Even in Atlanta, long reputed to be the worst city in the South, they have had an investigation as a result of which every brothel in town is closed."

The same paper interviewed a number of leading clergymen and social workers on the value of a vice commission for New York. Both the Rev. John Haynes, of the Church of the Messiah, and Mr. Frederick C. Howe, of the People's Institute, emphasized the idea that such a commission could accomplish but little under present economic conditions. "This evil is fundamentally economic in its causes, and can never be extirpated until the economic order has been transformed," says Mr. Holmes, and Mr. Howe explains:

"So long as tens of thousands of girls are underpaid, and at the same time forced to wear good clothes, they will accept vice as an alternative to starvation or the loss of a job. That should be an elemental postulate of the whole subject. And so long as men are underpaid and can not marry they drift into irregular relations. That, too, is inevitable. We should be willing to acknowledge that fact in our investigation of this problem."

That segregation affords no solution of the problem seems to be now generally conceded. Not only does segregation not segregate, says the Chicago *Inter Ocean*, but "it forces the municipal authorities into an antilegal position—the sanctioning and regulating of an unlawful business." Another remedy, tried with apparent success in Los Angeles, Seattle, Minneapolis, and Des Moines, is the plan adopted in the Iowa Injunction and Abatement Law, which makes its attack directly upon the owner of the house used as a disorderly resort. Senator Kenyon is now urging this measure for Washington. And in New York, in the meanwhile, the Grand Jury has indicted patrolman John J. Skelly, Sol Wolf, and "Manny" Maas, men implicated in Mrs. Goode's graft charges. The District Attorney is quoted as saying: "You know, we started on very little in the Rosenthal case."

A YEAR OF FORWARD ACTIVITY

WHILE OUR HISTORIANS of the press agree that 1912, like its predecessor, was a year of tremendous political agitation and change in all parts of the world, their attitude toward this unrest is markedly more optimistic than it was twelve months ago. Thus the Cleveland *Leader* remarks that altho it was a period of war in Europe and of political upheaval in the United States, 1912 "will go down into history as one of the most encouraging and inspiring of years to those who believe in human progress," and the New York *Times* notes that "the heady wine of aspiration has risen to the brains of a host of good people in the steady-going world, and they have given old-fogyism a rude shaking-up." "Aside from the Balkan War and the complications threatened," says the Springfield *Republican*, "the history of Europe during the year has been a chapter in the steady march of democracy and the increasing demands of labor," and the Cleveland *Plain Dealer* agrees that, "notwithstanding the turbulence and turmoil, civilization has made progress, and the idea of democracy has been strengthened." And the Philadelphia *North American*, which is convinced that "the universal unrest has worked out everywhere toward a higher and better civilization, toward the amelioration of the conditions of life and labor for the great common people of the world," goes on to specify:

"The Chinese Republic is firmly established where despotism had reigned for 4000 years. Italy has recalled from Islam a vast territory in Africa and made plans to restore it to western light and progress. The Aryan peoples of the Balkan peninsula are destroying the last vestige of Mohammedan Toryism in Europe.

"In western Europe there have been marked advances in

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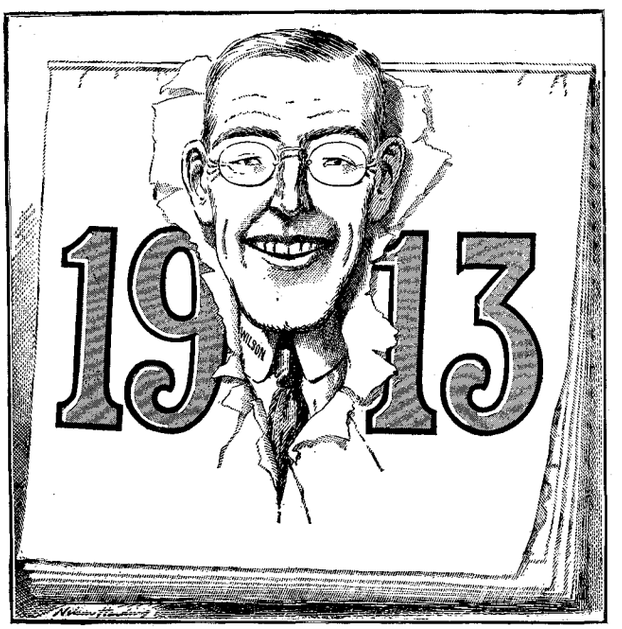
e cause of humanity, while the impetus to genuine political d industrial democracy in England is an inspiration to the ople of every other land.

"But in no other country has 1912 brought such potential anges as in this Republic. Out of the cloud of uncertainty s been born a definite, comprehensive, positive plan of man betterment. The unrest which characterized the open- g of the old year still remains, but the uncertainty is gone. ie unrest is the dynamo which animates the great plan and thout which it would be nothing but a splendid theory."

Other memorable features listed in the press summaries of e year are the discovery of the South Pole by Capt. Roald nundsen, the settlement of the Turco-Italian War, the growth the woman-suffrage move- ent in China and the United ates, the revolutions in Ecua- r, Mexico, Honduras, Nicar- ua, and Haiti, the wreck of the *itanic*, the passage of the Min- ium Wage Bill in England, and e birth of the Progressive rty and the return of the emocrats to power in the nited States. *The Tribune* rther reminds us that Congress oted to submit to the States an nendment of the Constitution provide for the direct election United States Senators, and ssed laws regulating wireless mmunication and equipment insure greater safety at sea. nd it goes on to enumerate the llowing additional facts of the ar in our domestic history:



"I'M NOT SUPERSTITIOUS!"

—Harding in the Brooklyn *Eagle*.

"The Supreme Court handed own a number of decisions general importance. In one aling with the inventor's onopoly in selling contracts it was held that the inventor ight dictate the terms under which his invention is sold. ut in the later 'Bath-tub' case the patent owner's right was eld not to sanction any attempt to create a monopoly in inter- ate commerce. The jurisdiction of the Commerce Court was mited, and the use by States of the initiative and referendum as declared not to be subject to judicial regulation. In the outhern Pacific-Union Pacific merger case the Court dissolved ie merger and directed the Union Pacific to dispose of its outhern Pacific stock holdings. In the anthracite coal roads ase it was decided that no charge of conspiracy on the part of he roads had been established.

"Three additional States—Minnesota, Louisiana, and Arizona —ratified the income tax amendment to the Federal Constitu- ion, bringing the number of ratifications up to thirty-four, hirty-six being needed.

"The scope of the Federal classified service was materially xtended by the inclusion therein of 35,000 additional fourth- lass postmasters."

It is generally conceded, moreover, that the year 1912 in the Jnited States will enjoy an enviably conspicuous position in he annals of finance, trade, and industry. Not only did our gricultural output surpass that of any other year, but new igh records were established in iron and copper production, ailroad freight traffic, and oversea commerce, while bank learings and bank loans also reached maximum levels. "A ear with such a record must stand out as one of genuine pros- perity, solidly based," remarks the Springfield *Republican*, nd the Philadelphia *Press* notes that there is every promise f continued good times ahead.

The value of our farm products for the year is estimated at he unprecedented figure of $9,532,000,000, while our export rade in 1912 is said to have amounted to $2,400,000,000—a gain of more than $300,000,000 over last year. As to America's iron trade in 1912, we read in *The Iron Age* (New York):

"It was the year of the largest production of iron and steel in the country's history; of the largest home consumption, and by far the largest exports of steel products. . . . . .

"Concerning the prospect for 1913 it may be said that American steel manufacturers have never entered upon a year holding greater promise for volume of business."

Labor, notes the Chicago *Record-Herald*, has gained many victories during 1912, in both industrial and legislative fields. Wage advances ranging from 6 to 10 per cent. were conceded to some 450,000 anthracite and bituminous coal miners, and as a result of the Lawrence strike the textile workers of New England won a 10 per cent. wage increase. The locomotive engineers were granted higher wages by the arbitration board, and important concessions were made to the employees of the United States Steel Corporation. Of labor's legislative victories we read in *The Record-Herald:*

"Congress passed an amendment extending the Eight-hour Law to include all work done for the Government by contract, a measure for which the American Federation of Labor had fought for nineteen years. Since the law went into effect a number of ship-building and other plants employing thousands of men have been placed on an eight-hour basis.

"Another Federal law passed was that prohibiting the use of yellow phosphorus in the manufacture of matches, which eliminated 'phossy' jaw, one of the worst occupational diseases which afflicted workers. Another Federal law provides for the creation of an industrial commission, and another created a bureau for the study of child life. The Supreme Court upheld the constitutionality of the Federal Workmen's Compensation Law. A number of other labor measures were passed by Congress, and some are on the calendar of the Senate to be passed during this session, having passed the lower House before adjournment last summer.

"In the various States many laws for the betterment of conditions among the workers were passed, while the Supreme Courts rendered a number of notable decisions. In California and Washington the Supreme Courts upheld the constitutionality of eight-hour laws for women workers. In Illinois the Supreme Court upheld the extension of the ten-hour law for women, and also rendered a decision upholding the 'health, safety, and comfort' law which, in effect, abolished the assumption of risk doctrine in this State.

"Workmen's compensation laws were passed in several States during the year, there now being fifteen States in the country which have compensation laws."

And in the New York *Evening Post* we learn that "of the fourteen States whose legislatures were in session during the past year, eleven improved their child-labor laws, either by strengthening their main provisions or by providing for their better enforcement."

From statistics compiled by the Chicago *Tribune* we learn that there were fewer lynchings in 1912 than in any previous year since 1884. Of the sixty-four cases reported, fifty occurred in seven States—Alabama, Georgia, Florida, South Carolina, Mississippi, Louisiana, and Tennessee. In 1911 seventy-one lynchings were recorded. On the other hand we learn that suicides increased from 12,242 in 1911 to 12,981 during the past year. Analyzing its figures, *The Tribune* says:

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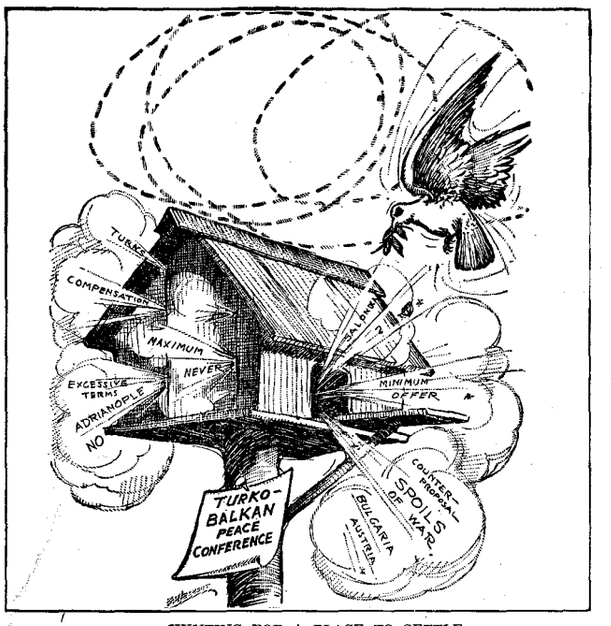
THE SILENT DELEGATION.
—Macauley in the New York *World*.



HUNTING FOR A PLACE TO SETTLE.
—Van Leshout in the Louisville *Courier-Journal*.

THE HOUSE OF PEACE.

"The proportion of suicides as between men and women remains about the same, being 7,632 males and 5,349 females. Physicians, as usual, head the list among professional men, the number being 40, as compared with 27 in 1911, 51 in 1910, 27 in 1909, and 42 in 1908, and clergymen come next, 8 having taken their own lives. It is a curious fact that few lawyers are guilty of suicide. Among business men, 14 bankers have made away with themselves."

Homicides in the United States during 1912 reached the grand total of 9,152, as compared with 8,272 in 1911. And from the New York *Press* we learn that the nation's liquor bill in 1912 was $1,645,000,000—that is to say, the people of the United States spent enough in drink to pay for the digging of three Panama Canals.

Counting the victims of aviation, the Chicago *Record-Herald* remarks:

"The necrology of the past year shows that there have been upward of 100 deaths of flying men—between 40 and 50 per cent. of the total to date—but that whereas in 1911 there was one fatality for approximately 30,000 miles traveled through the air, there were over 100,000 miles traveled per fatality in 1912, which is significant perhaps of the lessening risks due to better construction and much greater competence on the part of the aviators, particularly when it is known that there were nearly four times as many aviators throughout the world in 1912 as there were in the previous year."

Large private gifts to education and philanthropy in the United States during 1912 are estimated as amounting to about $302,000,000, as compared with $260,000,000 in 1911. This year J. Pierpont Morgan, with his gift to the Metropolitan Museum of art treasures valued at $50,000,000, supersedes Andrew Carnegie and John D. Rockefeller at the head of the list of givers.

TOPICS IN BRIEF

ONE good thing about being a Turkish general: He is not bothered by the life-insurance agents.—*Columbia State.*

AFTER offering a war-ship to take Wilson to Panama, President Taft should proffer one to Roosevelt to take him round the world.—*New York World.*

DILIGENT reading of the evidence at Indianapolis restrains the traveler's disposition to kick a suit-case which happens to be in his way.—*Buffalo Enquirer.*

A NEW ORLEANS surgeon has made a jaw-bone out of a rib. Cynical benedicts maintain that the same thing happened in the Garden of Eden.—*New York Evening Sun.*

AFTER receiving 40,000 letters pointing out the writer's availability for a plum, Governor Wilson must have found that Black Hand note a welcome change.—*New York Evening Sun.*

AN English critic suggests that Mr. Carnegie establish a fund for the retirement of poor actors. That would about leave us nothing but the movies to go to.—*Detroit Free Press.*

THINGS in New York have come to the pass where shooting down a man or stealing a hundred thousand dollars can be accomplished only at heavy personal risk.—*New York Evening Post.*

PHYSICIAN says that college boys who smoke have weaker lungs than those who don't. Will some one kindly endow a chair of smoking and make the course obligatory?—*Philadelphia Inquirer.*

MR. TAFT says that after his retirement from the White House he will work for the Republican party. Considering what the Republican party did to him, this is generous, indeed.—*Cleveland Leader.*

SECRETARY MACVEAGH calls attention to the great advantage of the ancients over the moderns in the matter of artistic coinage. The ancients did not have to get up coins that would stack.—*Buffalo Enquirer.*

ABOUT every other Democrat thinks he is a natural-born postmaster.—*Memphis Commercial Appeal.*

ERECTING a monument to Pocahontas is well enough, but if they start putting 'em up to John Smith, good-by treasury.—*New York American.*

IT beats all how high the price of living is getting to be. Henry E. Huntington has just had to pay $150,000 for a picture of Mrs. Siddons by Romney.—*Chicago Inter Ocean.*

IT'S even all around, you see. A college professor becomes President of the United States, and a President of the United States becomes a college professor.—*Newark News.*

A NEW YORK clergyman fears that to have boxing and wrestling bouts in the church club gymnasiums "might attract the town's underworld." Well?—*Cleveland Leader.*

AND no an arson trust is about to be prosecuted in Wisconsin, but we can't see why the authorities of the State want competition in that line.—*Jacksonville, Florida, Times-Union.*

THE New York *World* thinks Presidents should take office on the first Monday in December following the election. It is hard for *The World* to wait this year.—*Buffalo Enquirer.*

"A MAJORITY of the people are not Democrats," says the New York *Press.* Quite so, but a majority of the people holding office after March 4 will be.—*Charleston News and Courier.*

A COLLEGE professor says that angleworms think. Which seems to be borne out by the fact that angleworms never say the foolish things some college professors do.—*Cleveland Leader.*

A COURT rules that Edison did not invent the moving-picture. Well, that's only one acquittal; he still remains to be tried on the charge of inventing the phonograph.—*Columbia State.*

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FIRST PHOTOGRAPH OF THE BALKAN-TURKISH PEACE PLENIPOTENTIARIES

At a dinner-party at Stafford House, London, just before the conference. They are: 1. Mr. Eleuthenos Venezelos (Greece); 2. Mr. Andra Nikolitch (Servia); 3. Mr. Stoyan Novakovitch (Servia); 4. General Paprikoff (Bulg.); 5 Dr. Daneff (Bulg.); 6. Mr. Michael Madjaroff (Bulg.); 7. Mustafa Rechad Pasha (Turkey); 8. Mr. Lazar Mioutchkovitch (Mont.); 9. Lieutenant-Colonel Popovitch (Mont.) 10. Dr. Milenko Vesnitch (Servia); 11. Osman Nizami Pasha (Turkey); 12. Mr. Skouloudis (Greece); 13. Lord Haldane; 14. Mr. George Streit (Greece); 15. Mr. Joannes Gennadius (Greece); 16. Sir Edward Grey; 17. Count Voinovitch (Mont.); 18. Premier Asquith.

OPENING THE DARDANELLES

RUSSIA'S NOVEL PLAN for opening the Dardanelles was briefly alluded to in these pages last week. As proposed in a leading St. Petersburg daily, it is that the straits be opened to let Russian war-ships out into the Mediterranean, but closed to other war-ships wishing to enter the Black Sea. Its advantages to Russia are more evident than its benefits to the rest of Europe, and a careful watch of the European press fails to detect any wave of enthusiasm at the idea. But even if the straits are thrown open to all, as the Suez Canal is, Russia would still gain by it, and another Power now appears that may join in wishing the barrier removed. Bulgaria is likely to have a navy and will object to having it bottled up in the Black Sea. So Russia and Bulgaria will unite in the demand, aided perhaps by Rumania. The reasons for opening the Dardanelles are ably presented in the *Grande Revue* (Paris) by Ernest Lémonon, who believes that France and England will support the demand of Russia and Bulgaria. If the Triple Alliance complains that the naval balance in the Mediterranean would be disturbed by the entry of the Russian fleet, he replies that the balance has already been disturbed by Austria's new naval expansion. The straits have now been closed for sixty-one years, to the serious embarrassment of Russia's policies, naval, military, and economic. As this writer reminds us:

PERPLEXITY IN THE WORLD'S GREEN-ROOM.

The leading men in the war drama find it a little difficult to make up as peace angels. —*Kladderadatsch* (Berlin).

"The closing of the straits has had a decisive influence upon the foreign policy of Russia. When Constantinople slipt through her fingers, she concentrated her aggressive activities upon Asia. During the entire second half of the nineteenth century the strength of the Slav was spent in Asiatic conquest, in an effort to reach the open sea. In spite of the defeat which she met in her conflict with Japan, Russia continues and will continue to have as her principal object the economic conquest of Eastern and Central Asia. Undoubtedly Russia's ambitions received a check at Port Arthur, but if we follow her policy in Persia and consider the many railroads she has constructed in her Transsiberian line toward Turkestan, we shall find that her expansion toward the Far East, far from being achieved at this present moment, has scarcely been begun. While Russia has to-day abandoned her hope of an occupation of Constantinople, her eyes are fixt upon Persia and Central Asia."

The changed condition of things resulting from the war must have a serious effect upon the balance of power. Bulgaria and Rumania are now masters of the greater part of Turkey in Europe. Mr. Lémonon points out that "it is absurd to think that they should be bottled up in the Euxine." Czar Ferdinand will build a fleet, and without demanding permission from the Turk, whom he has conquered, will sail down into the Ægean. It has been objected that the opening of the straits will disturb the balance of power in the Mediterranean, but we read, as hinted above,

"The Triple Alliance can not, we think, refuse to allow the opening of the straits. If the Alliance should object that the descent of the Russian and Bulgarian forces into the

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Mediterranean would endanger the equilibrium of these waters, we naturally reply that the Mediterranean equilibrium as it was formerly established was for the first time disturbed by this very Alliance, for the expansion of the Austrian-Hungarian naval power has notably altered the conditions of the problem,

THE CANNON'S BRIDE.

—*Ulk* (Berlin).

and if Servia finds a naval harbor on the Adriatic, these complications will be further increased."

The arrangement likely to result from the new views with regard to the Dardanelles are next considered:

"The convention of 1841, which closed the straits, will now be relegated to the museum of diplomatic antiquities. Such a convention must needs be modified when the reasons which dictated it have been themselves transformed. In new times new customs arise. The chancelleries have before their eyes an example which they can easily follow. The new charter of the straits will possibly be identical with that which was agreed upon with regard to the Suez Canal by the Convention of Constantinople in 1888. The Canal is open at all times, even in war, to the ships of all nations even tho they be belligerents. It can not be blockaded. No act of hostility can be committed, either at its entrances or along its course. With regard to the Dardanelles all the states along its shores must dismantle their fortifications and agree to raise no others. If the general policing of the straits were intrusted to a European commission, the Dardanelles would, like the Suez Canal, be made free at all times to the ships of every country, and there would be no danger of this freedom of navigation being abused."

Mr. Lémonon concludes by summarizing the advantages which the opening of the straits would bring to the nations interested:

"It is not necessary to dwell upon the advantages to be reaped by France from the opening of the straits. The admittance of the Russian fleet into the Mediterranean would prove for her and for England a reenforcement of priceless value against the possible hostility of the Triple Alliance. If, then, France should initiate the proposition, she would render a definite service to her allies of to-day, and also to those who might possibly prove her allies of to-morrow. Bulgaria is too chivalric, her king is too much of a Frenchman, to forget after his victory how much he owes to us Frenchmen. A Franco-Bulgarian entente will, in a short time, prove a well-deserved set-off against the long-continued subserviency of the Old and Young Turks to Germany. To liberate Russia and the great Balkanic Powers from the slavery of the closed straits would be to abolish the obstructions of an obsolete past and to yield a prospect of more profit for the future of all."—*Translation made for* THE LITERARY DIGEST.

WHY RUSSIA DID NOT BACK SERVIA

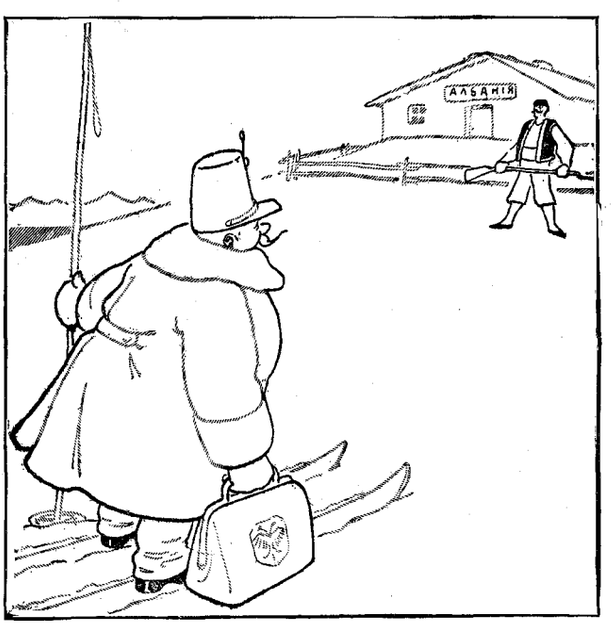
RUSSIA'S FAILURE to take a firm stand in behalf c Servia at the critical moment seems to be due not t her desire for peace at any price, as many may b inclined to take it, but chiefly to her unpreparedness for wa Russia has not yet recovered from the effects of the unsuccessfu war with Japan, and her internal condition is rather deplorable The true state of affairs in the land of the Czar can be gathere from an article in the *Novoye Vremya* (St. Petersburg), whic appeared soon after the beginning of the Balkan War. Th author, a well-known Russian journalist, remarks:

"After our failures, after the shocking defeat of our military forces and the ruin of the economy of Russia, our public conscientiousness was seared with a fear not only of war, but of any dangerous steps or undertakings of any sort. . . . It was too obvious that bleeding Russia has to recuperate, that agricultura Russia must plow her soil and feed her hungry, exhausted body That was why, three years ago, when Austria made the violent seizure of Bosnia and Herzegovina, public opinion in Russia boiled with impotent anger, with the stinging consciousness of utter helplessness."

This emotional Slav editor speaks with still more shame and regret of the fact that Russia is not only unprepared, but does not wish to prepare. Corruption reigns in political and bureaucratic circles; the military are frivolous and indifferent. The writer mournfully remarks:

"*We are not prepared.* This phrase is being repeated from day to day, repeated by all, beginning with statesmen and ending with idle babblers in the drawing-rooms. To this must be added the following (which is still more sad): *are not able and do not wish to prepare.* There is such lack of enthusiasm, such bureaucratic corruption, infecting our military centers that it may positively be said that the hour of our preparedness will never arrive."

Russia's refusal to back Servia's demand for a port on the Adriatic was echoed by Great Britain and France, the other members of the Triple Entente, so there was nothing left for



IN ALBANIA.

SERVIA—"I have taken this house!"
AUSTRIA—"Oh, *have* you? Then build the fire and get breakfast. I'm hungry." —*Novoye Vremya* (St. Petersburg).

Servia but to give way. The British view is exprest by the London *Outlook* as follows:

"It ought to be simply ludicrous for the Pan-Slavists to seek war against Austria merely in order to place the petty inland

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A CAUSE OF FRICTION BETWEEN GREECE AND BULGARIA.

Bulgarian troops entering Salonika after the Greeks had forbidden it. Greece hoped to have this splendid port, but the photograph shows that Bulgaria will dispute the claim. Austria hopes neither will get it.

State of Servia in possession of a maritime position on a sea with which Russia has nothing whatever to do. The Pan-Slavists might really as well claim, so far as right and law are concerned, to plant a Servian customs-house on the Solent at Ryde or Cowes. The whole breadth of what was the Ottoman Empire in Europe intervenes between Russia and the Adriatic. What business has Moscow or Petersburg to concern itself about the eastern or the western shores of that foreign and distant expanse of salt water? A consideration of Italy's very proper veto upon Greek expansiveness in the same sea comes with *à fortiori* force to refute the analogous absurdity of Servia's marine ambitions."—*Translation made for* THE LITERARY DIGEST.

ENGLAND'S PANAMA HOPES

A HOPEFUL TONE pervades the London newspapers in speaking of the Panama tolls. The idea prevails that all difficulties will eventually be swept away and that the "discrimination" in favor of American shipping with which they charge President Taft can not be permanent. The leading organs all think a blunder has been made which can be remedied either by diplomatic discussion or arbitration at The Hague. While a Spanish-American publicist, Santiago Perez Triana, writes rather dourly in the London *Daily News* that England will have "to grin and bear it" and must be content with "the sympathy of fair-minded Americans and the more or less lachrymose condolences of American publicists and historians," the London *Nation* sees a gleam of light in the appearance on the stage of a new President, and remarks:

"It is unlikely that any serious friction will arise between our Government and that of Washington. Mr. Taft and Mr. Roosevelt have, indeed, defended the right of discrimination. But Dr. Woodrow Wilson, even in the stress of the election, never committed himself to the governmental case, and many of the most influential statesmen and organs of the press have declared against it. In any case, it would be very difficult for the American Government in the last resort to refuse the invitation to arbitration contained in the concluding section of Sir Edward Grey's communication."

The protest of Sir Edward Grey, comments the London *Times*, "was reluctantly made," but now that it has been made, the British Government must not back down. To quote the firm but measured words of the editorial:

"In closing his dispatch Sir Edward Grey observes that it is only with great reluctance that he and his colleagues have felt bound to take objection to the act at all, and that they have confined their objections within the narrowest possible limits. That sentiment is fully shared by the nation. They are sorry that this protest should have been made necessary, but they are convinced that it is necessary, and they would have judged the Government guilty of a grave dereliction of duty had ministers neglected to lodge it. They will expect and require it to be maintained with the firmness which confidence in their rights and a knowledge of their interests justify. They hope for a speedy settlement by diplomatic means; for such a settlement would be to them a welcome proof that the readiness to meet American wishes they have so conspicuously shown on this question is reciprocated. Should, however, this hope be disappointed they will undoubtedly demand that the whole subject be submitted to arbitration. They are confident that their view of their treaty rights is the true view. But they agree with President Taft and the American people that, where genuine differences of opinion on such rights exist, these differences ought to be determined by an arbitral tribunal. They are ready to leave their case in the hands of such a court, and they invite the American admirers of arbitration to assent to this course, in accordance with a principle Americans have constantly proclaimed."

Many Americans hold that the exemption of our coastwise shipping from tolls is entirely our own affair, as foreign shipping is excluded from the coastwise trade in any event. This argument is answered by the London *Saturday Review* somewhat acutely by pointing out that the exemption of our coasting vessels will make the tolls higher on all other shipping, and so amount to a discrimination against them. It says:

"Under the provisions of the act American ocean-going shipping will not bear its full share of the total, while American coastal shipping will not bear any share at all.

"There is, then, a very great difference between a policy of remission and a policy of subsidy. Mr. Taft is wrong in arguing that they come to the same thing. The costs of a policy of remission would, under the terms of the Canal Act, fall upon foreign vessels using the Canal. The cost of a policy of subsidy would fall on the United States Treasury. To us the distinction is vital. About half of the world's mercantile marine sails under the British flag; under the Canal Act Britain would thus pay about 50 cents in every dollar of preference granted to American vessels. On the other hand, under the alternative policy which Sir Edward Grey regards the States as entirely free to pursue, the whole charge would fall upon the American taxpayer.

"The American public will not miss so obvious a point."

And in a similar vein the London *Westminster Review* observes a little meaningly:

"We hope and believe that the United States will acknowledge the force of our argument at least to the point of enacting that its shipping shall in one way or another pay its own dues, instead of passing them on to other nations."

"It is all very terrible to talk about this breaking up of treaties," remarks the London *Review of Reviews;* "but it is all talk." For, it explains:

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"The Panama Canal will not be open for traffic before two years, and long before then Taft and his political maneuvers will have passed out of practical politics. And it is only after the Presidential election is over and the United States is sane again that we can judge of the American attitude toward the Panama Canal tolls. Already the electioneering repudiation of treaties has achieved much good: it has awakened the national conscience. The great drawback in American public life has always been that the thinking men, the sane citizens, and the real business men have kept out of politics, regarding them as wasteful, if not worse. Thus the political game has fallen into the hands of the less worthy, with the inevitable results. But Taft's rude jarring of the national belief that in matters of international probity the United States leads the way has effectually awakened the more serious elements of the population."

MONROE DOCTRINE IN PUTUMAYO

A CURE for the Putumayo atrocities is discovered in the celebrated Doctrine of our fifth President by the *Diario Del Salvador* (Cuidad de San Salvador). It says that not only the interests of civilization, but also the deepest political motives should cause the United States to keep an eye on Putumayo, an extremely wealthy district of the continent, which more than one republic of South America has attempted to claim and exploit, while its industrial methods England is now investigating by a commission on the spot. In fact, Putumayo has been a bone of contention for years, and as the British Government has taken a high hand in inquiring into the cruel treatment of the natives by the owners or operators of the rubber forests in that region, South America is wondering whether some form of European aggression may not follow. It is feared by this leading organ of Central America that, during this period of uncertainty and dispute, the Powers of Europe will be stepping in to make a claim on South America, just as they have stept in to annex certain regions in other parts of the world, including Asia and Africa, and we read that there are other motives, besides those of humanitarianism, to induce such action. To quote its remarks on this point:

"Putumayo is a region of immense wealth, of a delightful climate, neighboring on the upper waters of the Amazon, and has long been the scene of rivalry and ambition between various nations who possess no dreadnoughts. All these circumstances, emphasized by the recent condemnation in Europe of the cruelties exercised by Peruvians or Englishmen toward the Indians, constitute a powerful motive to European nations for the conquest or occupation of these regions. The Powers of Europe have always profest to feel the heavy responsibility imposed upon them in the interests of civilization. For example, the Turkish-Italian war in Africa, the partition of Morocco between France and Spain, and the cutting up of Turkey among the Powers interested, present themselves as examples which have been manifested in the course of the year."

Less excuse appears for European land-grabbing in Putumayo than in the cases mentioned above, we are reminded, and an excellent opportunity is offered for the Doctrine to do its perfect work:

"The reasons given by the Italians for their invasion of Tripoli included the fact that the Turks had not civilized those regions—a mere sin of omission, and much less serious than what the Peruvians have been committing by reviving in the region of the Amazon the most primitive and brutal forms of barbarity. In the light of the Monroe Doctrine Putumayo ought not on this account to be exposed to the invasion of European civilization. The Doctrine, indeed, may be looked upon as a powerful barrier to ward off European expansion, which is no capricious movement, but is a fatal consequence of the immense increase of population in Europe."

But a different remedy is suggested by other thinkers of Latin America, who point to a Pan-American union as one means of preventing the European peril. One of these publicists in particular, Santiago Perez Triana, a well-known contributor to the press, thinks that allowing the United States to act on the letter of the Monroe Doctrine is little different from seeking safety by impaling South America on the horns of the Northern Republic, which is much more to be feared than Europe. To seek relief from Washington would be "to cut our head off to cure an earache." It is for this reason that a Pan-American Union of the Latin States would be of the utmost expediency. As he argues:

"The United States so far has prevented the conquest of American territories by the European Powers. These Powers, especially during the last five decades, have divided up pretty nearly all the territory available in the Eastern Hemisphere. But we must realize the fact that these European Powers may repeat their African and Asiatic policy in the immense vacant regions of Spanish America. We fully allow that the United States have so far refused to tolerate the conquest of South American territories by Europeans. But we have no hesitation in declaring that they themselves have been in many quarters of the globe a conquering nation, thus violating the logic of the Doctrine proclaimed by Monroe in 1823. The only way in which we can keep such territories as Putumayo safe from foreign violation is to resolve that territorial conquest should be at once and forever precluded from the American continent, and in this provision we would refer not only to Europeans or Asiatics, but to Americans of all nationalities. In one word, the Monroe Doctrine ought not to be expanded in its application beyond the strict limitations of its logical development."—*Translation made for* THE LITERARY DIGEST.

GERMANY'S BALKAN DEFEAT

THE FRENCH INSIST that Turkey's defeat is a black eye for German guns, German tactics, and the whole German military system. General von Goltz's explanation that the Turkish Army was too bad to do anything with gets no hearing in France, where the impression seems to prevail that if Turkey had been trained by France and the Allies by Germany, the result would have been exactly reversed. A writer in the Paris *Correspondant* points out in an exulting article that German officers had the Turkish Army in hand from 1882 to 1895. From then on "a great many German officers were attached to the Ottoman Army," while "the Ottoman staff was assisted and advised by thirty German officers who arrived in Turkey during the autumn of 1909." Numberless Turkish officers, in turn, held commissions in German regiments, and while this last fact "may have merely a political significance, the very presence for a more or less short period of Turkish officers in the squadrons of Germany could not fail to have some influence upon the army to which they were appointed." Of course this writer brings up again the alleged superiority of the French weapons used by the Bulgarians to those furnished by the Germans to the Turks in the field. He gives a curious instance of the blunders made in the war. He tells us that on one of the battle-fields a Turkish cartridge-box was picked up; the casings of the cartridges were metal, but instead of bullets they contained balls of wood painted red. When these cartridges, or one of them, was taken to London, it was shown to a certain maker of cartridges, and he said: "Oh, we make a great many of these and send them to Europe, especially to Germany, where they are used merely for practise, and, of course, would be practically ineffective in war." After enumerating these particulars of Germany's failure in guiding the Turks to victory, this writer proceeds:

"It is not on this point, however, that the real defeat of Germany is to be perceived. What we wish to emphasize is the check to the policy of the Kaiser whose ambitions, pursued for a long period, appear to be seriously disappointed. The defeat of Turkey is the defeat of Germany because it endangers to a very great extent the chances of success for a design which the Emperor cherished, and to which he had devoted the greatest efforts. This design was one of the pivots of his foreign policy.

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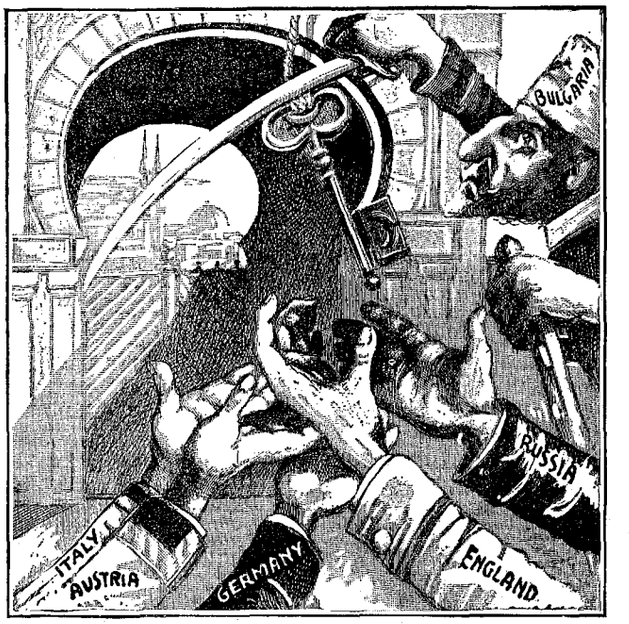
TROUBLE AHEAD.

When the beasts come to divide the provisions.

—*Wahre Jacob* (Stuttgart).



THE KEY TO CONSTANTINOPLE.

BULGARIA—"What shall we do with the key?"
THE POWERS (together)—"Gimme it!"

—*Marchold* (Warsaw).

THE LAW OF THE JUNGLE

In order to appreciate this policy we should particularly notice three points toward which it was directed; power in the West, power in the East, naval and colonial power."

It is upon the Eastern schemes of the Kaiser that this French writer lays particular stress, and it is their defeat that he strives to make plain. As he writes:

"On various occasions the Kaiser and his ministers, who are merely the instruments of his will and the voice of his opinion, have deplored the fact that the German Empire, which came too late into the world, found everywhere the main points of dominion occupied, and was not able to create colonies for itself. They are necessary to Germany, and Germans could not remain satisfied with the territories of equatorial Africa, whose black population, with their few needs and no money, could not prove consumers of the products of German industries. Yet the whole Pan-German party clamored for a war as the sole means of acquiring colonies which had been founded by others, and were in a flourishing condition. The pacifism of the Emperor was opposed to this idea and yet there were no outlets for the overproduction of marketable goods by Germany, and this unsalable overproduction was threatening a crisis which would be dangerous for the industrial security of the Empire. It was at this time that William II. turned his attention to the Ottoman Empire."

IT IS WINTER IN THE BALKANS.

But there's plenty of fuel to keep the fire going.

—*Fischietto* (Turin).

The Emperor himself took a journey through Turkey, cultivating the friendship of the Sultan, Abdul Hamid, of whom he constantly demanded certain concessions, especially in Asia Minor. That the Kaiser was so far successful this writer tells us in the following words:

"Thanks to the influence of the Sultan, German products obtained throughout the Ottoman Empire a privileged position. The Sultan proposed to entrust German officers with the reorganization of the Turkish Army. By this means a great advantage was gained by the different German industries, such as the Krupp foundries and the producers of cloth, leather, uniforms, and preserved food. By his repeated assurances of friendship the Kaiser was successful in estranging Turkey, little by little, from England. . . . The victories of the Balkan League absolutely annihilated all this work which had been carefully carried on for so many years. To see what this work was it is sufficient to take a map and notice the tide of German expansion starting from Berlin and Vienna and crossing the Balkan Peninsula to Salonika and Constantinople, then, by the Bagdad railroad, traversing the whole of Asia Minor until the Persian Gulf is reached. But this expansion must now shrivel up. Without venturing to say that this débâcle resulted solely from the barrier opposed by the Balkan States, which from the first has opposed the German penetration, it is certain this Balkan League has set up an unexpected obstacle, practically destroying all preexisting combinations. As Mr. Asquith said at a Guildhall banquet, 'the victories of Bulgaria and Servia have been more effective in modifying the condition of Europe than the battle of Austerlitz was.'"

This eloquent French writer takes it for granted that the Turk is to be supplanted in the Balkans by another empire, the revived empire of Simon I. of Bulgaria, to block the Eastern progress of Germany. He says:

"A new empire has arrived on the Balkan Peninsula. It stops the route to German expansion in the East, and absolutely wipes out, by taking its place, that old Turkey, once the friend, if we may not say the vassal, at any rate, the dependent, of Berlin. The roar of Servian and Bulgarian cannon seems to me to have really checkmated all the Oriental machinations of Germany."—*Translation made for* THE LITERARY DIGEST.

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CREATURES THAT NEVER GROW OLD

THAT OLD AGE, as we call it, is not a necessity of living matter, appears to be shown by experiments made during five years past on the lower organisms. It was pointed out many years ago that creatures which reproduce simply by splitting in two are apparently "immortal." Each individual, it is true, retains its identity only until the moment of reproduction, when it becomes two different individuals. The progeny, however, are identical in substance with the parent, at the moment of division, and so the latter, instead of dying, becomes simply "diluted," as it were, in a vast horde of descendants. More recent investigations, however, showed that, in many cases, at least, occasional reproduction by conjugation was necessary to keep up the vitality of the race. Without it the individuals grew old and died. The latest reports indicate that, with a proper choice of conditions, this aging and death are unnecessary. Certain one-celled organisms that generate by fission have now been kept for more than five years without showing a sign of it, and the indications are that physical immortality of this special kind—racial, rather than individual—is a normal attribute of living matter in its simplest forms. We read in the *Revue Scientifique* (Paris, November 30):

"Authors who have studied the biology of the infusoria have proved that they always reproduce by bipartition, but that after a certain number of successive divisions there necessarily intervenes a conjugation, that is to say, a union of two individuals, in the course of which a mutual exchange of nuclear substance takes place. If, for one reason or another, the conjugation is prevented, the infusoria, exhausted in some measure by the multiple divisions, begin to present phenomena of old age and of degeneration; their length diminishes, their cilia disappear, and finally they die. The conjugation acts like a whip-lash, giving to the aged race a new vigor. It has been calculated that this aging appears at the end of about 200 divisions; beyond 300 it would be impossible to prolong the cultures. Nevertheless, more recent researches have shown that by modifying the culture medium, by the addition of certain salts or by a slight elevation of temperature, etc., we may notably prolong the normal life of the infusoria, so that age comes on only after about 600 generations. The recent experiments of Lorande L. Woodruff even tend to prove that an infusorium may divide indefinitely without any conjugation to rejuvenate the race.

"This author isolated, in May, 1907, a 'wild' *Paramœcium aurelia;* the individual was placed on an empty plate with five drops of hay infusion. The next day, when by divisions four individuals had formed, each of these was placed on a separate plate and thus were established four lines of descent from the parent form. Since that time, that is to say, for five years, the author . . . has isolated every day a new individual of these four lines; thus all conjugation was rendered impossible and the number of successive generations could be precisely noted. During the first nine months the author used infusions of hay or of fresh grass, but later he employed as a culture-medium water from some pond or marsh; this water was always previously boiled, so as to avoid introducing some 'wild' individual into the pure culture. The preliminary results obtained up to September, 1910, were published by the author. . . . In May, 1912, the culture had already reached 3,029 generations . . . In a general way there were three divisions every forty-eight hours. The author has never observed periods of physiologic depression in his experiments, with the exception of oscillations in the speed of division, attributable either to normal rhythm or to variations in the temperature or the environment. The *Paramœcia* of the later generations differ from those of the earlier neither from the morphological standpoint nor from that of physiology.

"Woodruff's investigations thus show that in favorable conditions the cell possesses at least the power of producing a number of cells equal to 2 raised to the 3,029th power. . . . A one-celled organism thus may reproduce indefinitely, without the intervention of conjugation. Neither old age nor the necessity for fecundation are inherent in living matter."—*Translation made for* THE LITERARY DIGEST.

ARE THE PENNSYLVANIA TUNNELS A BLUNDER?

THAT the hundred millions of dollars expended by the Pennsylvania Railroad in the improvement of its New York terminal would have been spent to greater advantage in building a great bridge across the Hudson, is asserted by *Engineering News* (New York, December 19). After recounting the history of the various projects for erecting such a structure, and the failure of negotiations for financing the Lindenthal bridge, the latest and most gigantic of these, in the early 90's, the writer goes on to explain its final abandonment by referring to what he calls the "widespread idea that the solution of crossing wide and deep rivers was to be found in tunnels rather than in bridges," owing to the success of the first New York subway and other tunnel projects, here and abroad. He goes on:

"Ideas also were afloat at this time concerning the extreme cheapness of submarine tunnels as compared with bridges of long span. There is probably little doubt that Mr. Cassatt, in making the momentous decision that the Pennsylvania should tunnel under the North River to a terminal on Manhattan Island, believed that he was undertaking for his company an enterprise which would give it the desired facilities at far less cost than would be involved in a bridge structure.

"The accumulated experience of the last dozen years has demonstrated the fallacy of this assumption. The entire amount which the Pennsylvania has expended upon its new Manhattan Terminal, over $100,000,000, would in all probability have been sufficient to have created a bridge across the North River with a dozen or more tracks in place of its present tunnel crossing with two tracks. It is true that under such conditions as exist at the St. Clair tunnel, for example, a double-track tunnel can be run beneath a river at much less cost than would be required to construct a bridge; but a great bridge of large span could have a width and capacity sufficient to carry a dozen or twenty parallel tracks, while the Pennsylvania, for its $100,000,000 expenditure, has secured only two tracks under the North River and three tracks under the East River.

"It is of public importance to raise the question at this time, for how many years longer is New York City to be permanently isolated by the North River on its western boundary from the continent lying beyond it? The city has indeed already expanded into New Jersey. A population of over half a million has its homes in New Jersey and earns its living in New York City. Tube tunnels under the river, built and operated by the Hudson Companies, now give access by a direct line to Newark and also to the railway stations in Jersey City and Hoboken; but the limited capacity of these tube lines to handle the rapidly increasing traffic is already evident. The Pennsylvania's two expensive tunnels under the river are used solely for through passenger traffic. They can accommodate at best only a trifling amount of suburban traffic, and it would hardly be attempted to operate freight trains through them. . . . Projects for freight tunnels under the river have been agitated at intervals for a half dozen years past; but the great expense of such tunnels and the difficulty in connection with their terminals have prevented their financing."

The writer thinks there are now few difficulties in the way of a Hudson bridge, gigantic as the plan once seemed. He says:

"In the engineering profession one would look far to-day to find doubt that such a bridge is entirely feasible. The span required is no greater than that which is being boldly undertaken by the little city of Quebec across the St. Lawrence. The achievements and advances made in bridge engineering in the past quarter century, the monumental structure at the Firth of Forth, the great achievements in bridge engineering on the continent of Europe, with all that has been done in and about New York City itself, the advancement in the machinery for bridge construction and erection, with the improvement in the quality of metal now available to the engineer—with all these great precedents now available, it will surely be agreed that to bridge the North River is well within the possibilities of American engineering."

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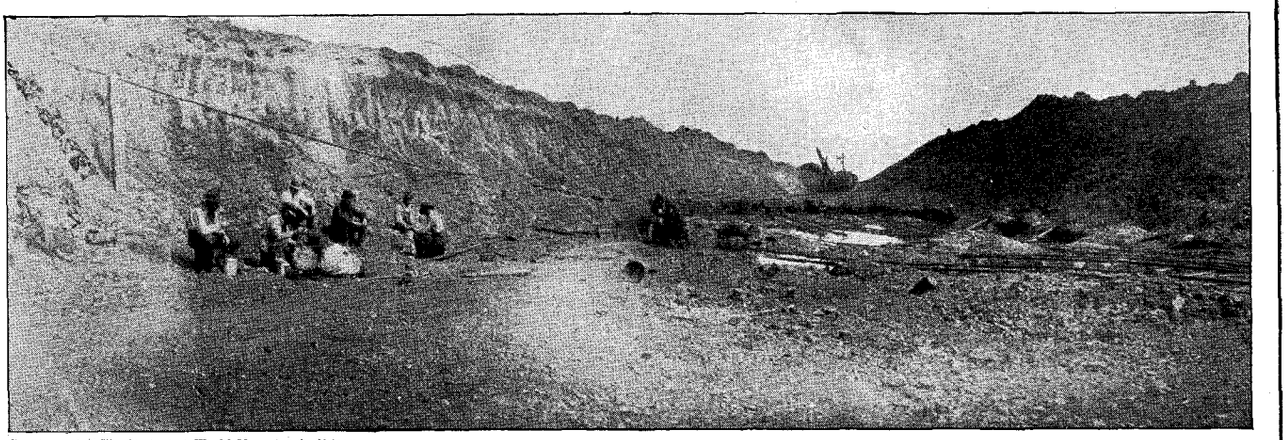

Courtesy of "The Technical World Magazine," Chicago.

A COAL-MINE ON THE SURFACE IN KANSAS.

USE vs. BEAUTY AT NIAGARA

OUR PRESENTATION of the recent suggestion that the cessation of power-development at Niagara, due to its limitation by international agreement, is a deplorable thing, was noticed several weeks ago by the New York *Evening Sun*. To the remark that "some of us may think that too much of the water is already used for the generation of power," this paper replies:

"If any do think so, it must be, as we intimated, those of us who have never been there and have to depend on the fables of travelers. Father Hennepin in the seventeenth century described the fall as 'a great and prodigious cadence of water to which the universe does not offer a parallel.' He guessed it to be more than 600 feet high—about four times the real height. 'The waters,' he wrote, 'which fall from this great precipice do foam and boil in the most astonishing manner, making a noise more terrible than that of thunder. When the wind blows to the south its frightful roaring may be heard for more than fifteen leagues.'

"Another enthusiastic traveler of the same period did not think enough had been made of the scene, and boldly estimated the height at 800 feet. A third was content to describe it vaguely as 'a cataract of frightful height.' Father Hennepin made a remarkable drawing of what he saw, which, as John Tyndall observed, 'shows that serious changes have taken place since his time.' There have been similar serious changes since the development of power began, and they may be as easily accounted for.

"The damage done by the engineers can only be detected by those who have never been near Niagara Falls."

The same paper took up the subject again editorially a little later, referring to the remarks of Dr. Louis Bell on the sociological aspect of electric power distribution over a wide area, also reproduced by THE DIGEST. We read:

"To those who are inclined to dismiss these social considerations as impertinent, and still insist on sticking to the single point of the spectacle, it may be retorted that their concern for the scenery is not impressive while they fasten on the power question alone and neglect other points of more moment.

"Only the other day we came across an item in one of the local papers describing a novel project for 'beautifying' the country about the Falls. This included the construction of some new inclined railways in the glen, besides an 'aerial tramway across the whirlpool from point to point on the Canadian side, which would soon become famous as a thriller of the first magnitude and an attraction to the million or two of tourists visiting Niagara annually that would rival all other scenic features combined.' This will be followed, no doubt, by further proposals for brightening and prettifying Foster's Flats, one of the beautiful spots that have not as yet been ruined.

"The development of power is insignificant as a destroyer in comparison with the development of 'scenic features' and 'thrillers' for the tripper."

The main features of the controversy are quoted and commented upon in *Metallurgical and Chemical Engineering* (New York, December), which warmly commends the newspaper cited above and apparently approves its attitude.

DIGGING COAL FROM QUARRIES—The accompanying picture does not represent a gravel-bed or the Panama Canal, but one of the so-called "coal-strip pits" in southeastern Kansas. We find it in *The Technical World Magazine* (Chicago, January), which says:

"A vein of coal varying in depth from eighteen inches to four feet lies under the surface in two-thirds of this district, and it is from nine feet to thirty feet down. As there is no rock roof above it, it can not be mined in the ordinary way, so steam-shovels and horses and scrapers are used to bare it. Fourteen shovels are in use for this purpose in these two counties, one of them being one of the largest ever built. It weighs three hundred tons, and is said to be twice the size of the biggest one at work on the Panama Canal. It will strip ten or twelve acres to a depth of twenty-four feet in one year. This method ruins land for agricultural purposes for many years, but eventually will make it better, as a hard-pan near the surface is broken. Strip-pit mining leaves ridges, ditches, and small ponds, but these will be leveled when land becomes more valuable."

WHAT HAPPENS TO AUTUMN LEAVES—A brown, withered autumn leaf is not simply a dried green leaf. During the alteration of color that begins in early autumn, certain elements of the leaf withdraw into the body of the tree through the stem, leaving only about 65 to 70 per cent. of the substance of the original leaf. Says a writer in the *Revue Scientifique* (Paris, November 16):

"Before falling, leaves turn yellow. This stoppage of activity corresponds to a movement of elements into the body of the tree. A German botanist, Richter, has made measurements of the phenomenon as seen in fruit trees, and has shown that the migration began on July 14 and had been completed by November 1. The diminution in weight of the dry residue of the leaf reaches 30 to 35 per cent. Thus we have an active phenomenon and not a simple desiccation. Potash, lime, magnesia, and phosphoric acid, but not silica, are returned in this way to the tissues of the tree. Nitrogen also returns thither rapidly, as well as the carbohydrates and organic acids. The leaf thus keeps not much more than its cellulose elements. When there is premature frost, the leaf falls before the migration has time to take place. These investigations show what mistakes an agriculturist may commit who analyzes the green leaf in order to ascertain the plant's needs in terms of fertilizing elements. We must await the fall of the leaves to find out what they are returning to the soil."—*Translation made for* THE LITERARY DIGEST.

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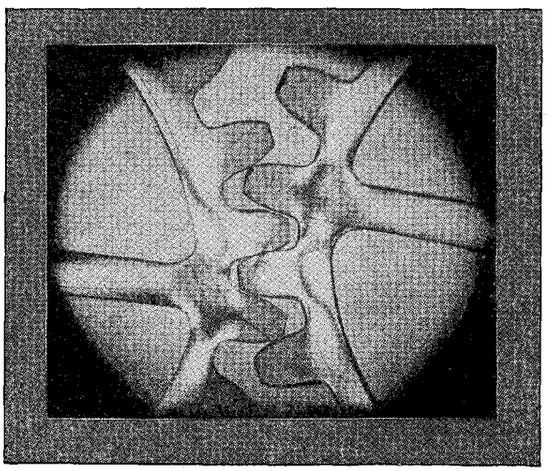
MACHINE FLAWS DETECTED BY LIGHT

IT HAS LONG been known that the inner structure of any transparent material may be studied by passing polarized light through it. Especially does this agency reveal the way in which a piece or block is strained by the application of force, and the existence of flaws within it. The use of this method, however, presupposes transparency. It could not be used in testing the members of an ordinary machine, for steel is opaque even to the searching *x*-ray. Attempts have been



FINDING THE CRACKS.
Transparent spur wheels in circularly polarized light.

made to study in this way models of machinery made of glass, but such models are costly and easily broken, tho the stresses in glass have been found to correspond closely with the calculated amounts, thus emphasizing the value of the method. Recently, however, we are told by E. G. Coker, in *Nature* (London, December 5), all objections have been obviated, and interesting and valuable results have been obtained by substituting for glass one of the new nitrocellulose compounds akin to celluloid. Says Mr. Coker:

"These compounds approach glass in the perfection of their optical properties, and are considerably superior in ductility, and in the ease with which the material can be fashioned into complicated shapes at a fraction of the cost of glass specimens. An example of this is afforded by the accompanying photograph of a pair of toothed wheels of transparent material shaped in a gear-cutting machine in exactly the same way and as accurately as their metal counterparts. They are shown here under somewhat heavy loads; and the condition of internal stress is marked by color fringes, which appear as black bands in the photograph.

"An important feature of this kind of material is its ability to sustain stresses of as much as several thousands of pounds per square inch without injury, so that the double refraction produced by the loading can be made much more intense than in glass, which usually fractures at very small loads. . . . . .

"Another field of usefulness which suggests itself is the application of optical science to the design of structural members. If, for example, we take a model eye-bar of a type often used in suspension bridges and the lower chords of pin-connected trusses, we can readily obtain a map of the lines of principal stress for this form, and their general resemblance to those obtained in a hook at once suggests that across the principal section the stress is very badly distributed. It is apparently very intense at the eye and rapidly decreases until it ultimately changes to compression stress at the outer end of the section. . . . . .

"The applications of optical science may possibly be of use, therefore, in the design of structures and machines, as these examples indicate, especially where new problems arise, such as in the design and construction of aeroplane stays and struts, where a poorly designed member adds weight without corresponding strength, and may by its failure result in a serious loss of life."

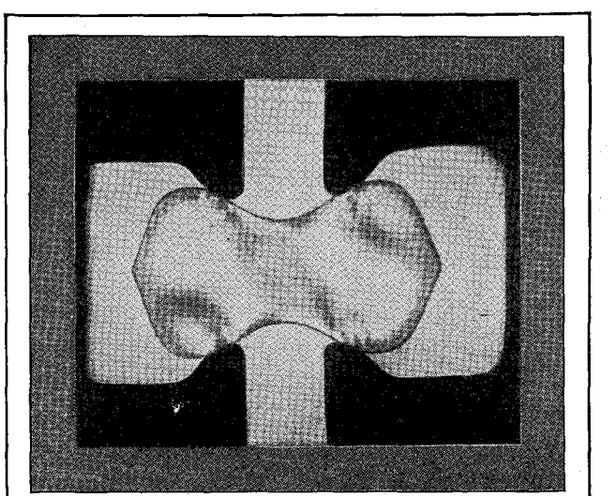
ODD RAILROAD GAGES

IN THE EARLY DAYS of railroading every builder placed his rails at any distance apart that suited his fancy. There was no more thought of a standard gage than there was of a standard size of door or window for houses. Apparently the idea of the interchangeability of rolling-stock, which is at the bottom of all our modern long-distance transportation, was somewhat long in gaining access to the human brain. From an article in *Railway and Locomotive Engineering* (New York, November) we learn that altho the number of independent track-gages in the world has been much reduced, it is still quite large. Says this paper:

"It is amazing the number of track-gages for railways to be found in the world. There is decided advantage to people paying for the construction of a railway to have the track-gage the same as others in use, for it saves money in the purchase of rolling-stock, but some builders of railways appear to have prided themselves in having something different from other people. . . .

"In 1840, ten years after the first commercial railway was put in operation, there were 33 separate railways in the British Isles with 1,552 miles of track, and they had five different gages, ranging from 4 feet 8½ inches to 7 feet, the narrowest gage having more mileage than all the others. That was George Stephenson's gage. It was established in a curious way. The pioneer coal-carrying railways were run through the fields, and gates were used to prevent the free circulation of live stock. The gateways had just sufficient opening to permit wheels extending five feet to pass through. The wheel-flanges in those days were placed outside the tread. When the Stockton & Darlington Railway was built, George Stephenson, who was chief engineer, put the wheel-flanges inside. The width of the rail-head was 2 inches, so the flange gage was 4 feet 8 inches. When the Liverpool & Manchester Railway was under construction a few years later, the engineers concluded that it was well to give the wheels free side-play to make fast running easy, so they made the gage 4 feet 8½ inches.

"The success of the Liverpool & Manchester Railway and of the locomotive, 'Rocket,' made George Stephenson a great man, whose example was well worthy of imitation, so his track-gage of 4 feet 8½ inches was adopted by most of the British railway companies. His son Robert had locomotive-building works which supplied many railway companies with motive power, and the track-gage was frequently established to fit the



HOW STRAINS ARE STUDIED.
Model of cement briquette in plain polarized light.

wheels of the locomotives imported. That established the 4 feet 8½ inches track-gage on the Continent of Europe and in the United States.

"There is still, however, great diversity of track-gages used in different countries. The Baldwin Works build engines to the following gages: 1 ft. 7½ ins., 1 ft. 9½ ins., 1 ft. 11⅝ ins., 2 ft., 2 ft. 6 ins., 2 ft. 6/10 ins., 2 ft. 11 ins., 2 ft. 11½ ins., 3 ft. 3 ins., 3 ft. 3⅜ ins. (meter), 3 ft. 6 ins., 3 ft. 8 ins., 4 ft., 4 ft. 8½ ins., 4 ft. 9 ins., 4 ft. 9⅛ ins., 5 ft., 5 ft. 5 ins."

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WHY IS LIGHTNING CROOKED?

NATURE IS FULL of abhorrence. She once "abhorred a vacuum"; more lately Svante Arrehenius showed us that the sun abhors dust and casts it forth on the wings of light; now it appears also that an electric current abhors straight lines. With these statements Dr. P. Villard begins a contribution to the *Revue Scientifique* (Paris, November 2) entitled "Electric Currents and Straight Lines," in which he strives to show that a current, left to itself, always tends to get "kinky," and that this is the reason for the special kinkiness of the untrammeled lightning discharge. All these natural "abhorrences" have their causes. Nature abhors a vacuum because atmospheric pressure is continually striving to fill it; the sun repels fine particles because the waves of light tend to carry them along; and Dr. Villard explains the electric current's abhorrence of a straight line by saying that a circuit always strives to give itself such a form that its inductance will be as great as possible. What this means may appear from what follows. Says the writer:

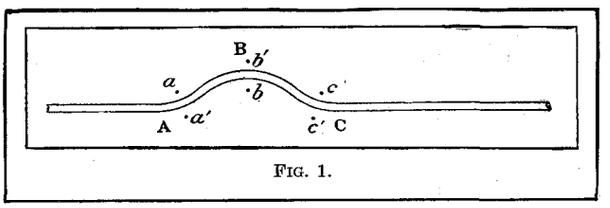

FIG. 1.

"Consider a wire that is slightly stretched . . . and traversed by a current: . . . the forces developed will be perfectly symmetrical about the axis of the conductor, and no deformation will take place. But suppose that in some point of the wire there is a slight defect, such as an extremely small bend, even so tiny as to be absolutely invisible, as at A B C (Fig. 1) where the size is greatly exaggerated.

"On the inside of the arc, at *b* for instance, the magnetic field near the wire is a little more intense than on the outside; so also at *a* and *c*. If we examine the forces exerted on the wire . . . we shall see that they are directed as in figure 2. . . . Thus they tend to increase the initial sinuosity, and if the current is strong enough, or the wire flexible enough, the primitive deformation will soon be sufficiently large to be seen."

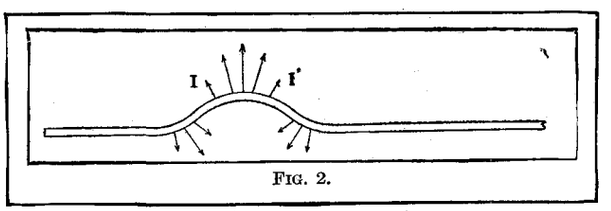

FIG. 2.

The defect that starts the kink may not even be a tiny bend. It may be any kind of lack of balance or symmetry, such as difference in elasticity on two sides of the conductor, or unequal heating, or agitation in the surrounding atmosphere. All these phenomena may be observed experimentally, Dr. Villard tells us, by using very fine conductors and very strong currents. The successive increases in kinkiness thus obtained are shown in the next figure. The resemblance of the lower examples to the forms of an electric spark are striking, and Dr. Villard thinks that it is fundamental. He says:

"The irregular line of fire that is seen between the terminals of a Holtz machine or an induction coil is in certain respects quite comparable to a flexible and extensible conducting wire stretched between the electrodes. This mysterious assemblage of ions, of electrons, of vibrating atoms, has a sort of cohesion and an apparent elasticity; it may be displaced with a glass rod or caused to oscillate like a vibrant cord, and it can be thrown out of shape by a magnetic field just as a wire can. . . . .

"The explanation of the sinuosities of the spark is thus very simple. Like the platinum thread in the diagram, the gaseous filament which carries the current can not be symmetrical in an infinite degree. The least irregularity . . . will determine in the intense magnetic field produced by the discharge dissymmetries that will act on the gaseous thread as on the metallic thread considered above. Kinks will be produced in all directions, the more easily as the mass is here very slight and the flexibility nearly perfect.

"The electric spark is thus almost necessarily sinuous; it may nevertheless be nearly straight if it is sufficiently tightened by an intense electric field, and this precise fact is verified by experiment. Sparks between spheres of radius much greater than the striking distance are always straight. . . . . .

"We are thus led to assert that the electric discharge is sinuous because any current will tend of itself to become kinky in such manner as to increase the inductance of the circuit.

"Nevertheless, possibly the reader will think that it is a little too much to draw conclusions, from the properties of a platinum wire, regarding those of a lightning flash."—*Translation made for* THE LITERARY DIGEST.

INFECTED STREET-CAR TRANSFERS

THE SUGGESTION that street-car transfer slips, which are generally handed out by a moistened conductorial finger, may help to spread disease, is made editorially in *The Medical Record* (New York, December 21). The hygienic aspects of the transfer, the writer remarks acidly, constitute one of the few subjects that were not discust at the recent Congress of Hygiene in Washington. There is a growing tendency, he says, to minimize the danger of transmission of disease through paper currency and books, and possibly the likelihood is small that the street-car transfer may be a means of carrying contagion. Street-car conductors are a healthy group, but the fact that millions of the little slips of paper daily pass from hand to hand in the larger cities is sufficient basis for the elimination of all danger, however slight it may be. To quote from the editorial:

"There is a peculiar irony in the advice printed on the back of transfers issued on some of the car lines of New York: 'If you have tuberculosis do not give it to others by spitting in this car.' Yet the very transfer that is made the vehicle of this important bit of hygienic information is in nearly every instance moistened with the saliva of the conductor who hands the slip of paper to the passenger. The latter, if careful, may avoid bringing his fingers in actual contact with the ominous moistened area on the paper. . . . The officials of the car lines should prohibit this practise on the part of their conductors. If the pad of transfers were constructed with a beveled edge, the single slip could be easily grasped without the necessity of moistening the finger. Would it not be a distinct advance in public hygiene if all people would avoid the practise of moistening the fingers before taking up articles such as wrapping paper, and if all mercantile establishments would make this a stringent rule with their employees? Both esthetic and hygienic needs would in this way be satisfied."

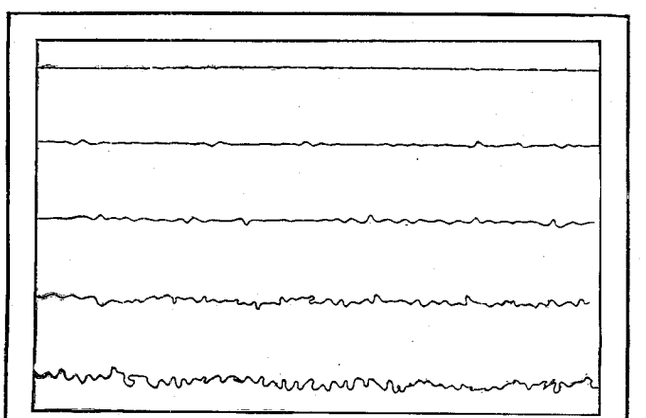

FIG. 3.

DIAGRAMS SHOWING WHY AN ELECTRIC CIRCUIT GETS "KINKY."

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A THEATER ALL FOR CHILDREN

PLAYS FOR CHILDREN are no strikingly new thing, as "Little Lord Fauntleroy," "Peter Pan," "Blue Bird," the "Little Princess," "Snow White," and "Haensel and Gretel" set to music, testify. But the theater that harbors them has heretofore seemed to say "Lent to the children for this occasion only." In the newest playhouse, atop the Century Theater, the children have their own "onliest" theater, and they seem to be taking it as the biggest sort of a Christmas present. On Saturday, December 22, they were given their first sight of it, that is, such of them as, after a fashion recently established by their elders, were fortunate enough to be "invited" to the dress rehearsal. It was the inauguration of the first institution of its kind in the world, and naturally the interest extended outside the circle of childhood, tho each "grown-up" justified his or her presence by coming under the escort of a child. The New York *Tribune* gives us this glimpse of the house and the people who came for the "first time":

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PROGRAM COVER OF THE CHILDREN'S PLAY.

The book illustrator's vision of the denizens of "Racketty-Packetty House," the play running at the tots' theater.

"The little playhouse has a wide floor space, surrounded at the back by a circle of arcaded boxes, each of which bears the name of a favorite fairy-tale. In 'Sleeping Beauty' Felix Adler and his party sat yesterday. J. Pierpont Morgan, with his granddaughters Mabel and Elizabeth Satterlee, and a party, smiled behind the balustrade of 'Jack the Giant Killer.' W. K. Vanderbilt, who has financed this matter of erecting a children's theater, sat in 'Little Red Riding Hood,' and in others of the circle of boxes were Mr. and Mrs. James Speyer, Bishops Greer and Burch, Mr. and Mrs. August Belmont, Ambassador Robert Bacon, Monsignor Lavelle, Mrs. Frances Hodgson Burnett, who wrote the first play for the little theater, and many other people of note, who are usually interested in 'first times.' There is neither balcony nor upstairs of any kind in the tots' theater, but around the rear, between and behind the boxes, long French windows open out on a wide terrace that commands Central Park and has an easy view north and south besides. High battlements stand guard along the edge, to break the height, and leave nothing but view and an enchanting sense of space."

Mrs. Frances Hodgson Burnett was inevitably the first playwright to cater to the children, according to Mr. George Tyler, the theater's manager. In *The Morning Telegraph* (New York) he explains why:

"I couldn't think of any one but Mrs. Burnett, when I saw the theater was to be a certainty. Most authors write down to children. Children do not want their brains patronized. Mrs. Burnett knows the heart and the mind of a child. She is a child when she entertains for them. She knows them physically. She knows them humanly. She appreciates them as comrades, friends. She doesn't bore them with an analysis of their brains, but their own brains grow and open up to her. She tells the story they think they have been trying to work out for themselves. I didn't want a fairy-tale. I wanted something more vital, and I have it in 'Racketty-Packetty House.' Isn't that a wonderful name for a child to hear and fasten onto?"

This play originally appeared as a book, wherein Mrs. Burnett, speaking by way of preface in the character of *Queen Crosspatch*, writes:

"Now this is the story about the doll family that I liked and the doll family I didn't. When you read it you are to remember something I am going to tell you. This is it: If you think dolls never do anything you don't see them do you are very much mistaken.

"When people are not looking at them they can do anything they choose. They can dance, and sing, and play on the piano, and have all sorts of fun. But they can only move about and talk when people turn their backs and are not looking. If any one looks they must stop. Fairies know this, and, of course, fairies visit in all the dolls' houses where the dolls are agreeable. They will not associate, tho, with dolls that are not nice. They never call or leave their cards at a doll's house where the dolls are proud or bad-tempered. They are very particular. If you are conceited or ill-tempered yourself you will never know a fairy as long as you live."

Even the New York critics rise to the occasion, and one and all put off their pontifical airs in writing about the production. The staid writer on the New York *Evening Post* finds a neat way of calling attention to an arrangement at present somewhat defective. "On Saturday, girls had to ask girls in front of them if they would mind poking down their bows a little." He is also quite delightfully conversational in reviewing the play:

"It is a real play with a serious modern problem and a moral, the latter pointed prettily for any children in the audience who may have highfalutin' notions about what a doll should be. Mrs. Burnett knows, what some children do not know, that dolls can walk and talk and feel and everything; they do at least when humans are not looking—sly 'possums they, who else would have to sweat and toil for man! Only, it is trying, as *Ridiklis* says, to be making a puddin' and have to let it burn just because a human eye is cast your way. Well, in the play, the dolls have the stage to themselves much of the time, and that's the reason they are so active. There they are in Racketty-Packetty House, which you never guessed, as you saw it in the nursery in the prolog scorned of the new-fangled *Cynthia*, had such big rooms and such jolly guests. The leader of them all is *Peter Piper*—Oh, he is rare with his big book of inventions to which he adds every other minute such a gem as his seven hundred and fifty-first thousandth: 'How to keep your temper—don't lose it.' And *Dr. Gustibus*,—did ever leech look as wise as he?—who gravely compounds mixtures of shoe-polish and brass tacks to be stirred for twenty-six years! Why so long? So you won't have to swallow the dose yourself. Never prescribe anything that you yourself may have to take, are the

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words of wisdom. *Peg* and *Meg* and *Killmanskeg*, out at the arms with sawdust, and chairs and couches feeling their straw, add to the merry company. What doll would not be merry in a house with so much mending and tinkering to be done?

"Yet they, too, know the struggle for existence, for *Cynthia* has imported a Tidyshire Castle of a doll's house, with such swells as a *Duchess* and *Lord Hubert*, and means to burn the *Racketty-Packetties*. But if you're wise you'll not believe that *Queen Crosspatch*, the good fairy, and her troops of little green workers will ever let it happen. They know how to keep the nursemaid too busy picking up vases and pillows to attend to the cast-off house, and to pinch a twinge into *Cynthia's* arm or cheek when she meditates arson and murder. And it is they who cause the beautiful *Lady Patricia Vere de Vere* to be handed in by mistake to Racketty-Packetty House. This is the supreme moment of the play—the battle between the two houses has begun. For *Lady Patsy* with perfect intuition at once prizes her new friends, and so rouses the anger of her relatives. In truth, it begins to look as tho she were much taken with *Peter* who, of course, is much in love with her. Yet how to defeat the interfering *Duchess*, her aunt? A romp by the *Racketty-Packetties* to Tidyshire, whose fashionable company have all been put to bed, at the fairy's suggestion, with scarlet fever, with injunctions from *Peter* not to get up until 'you're peeled, else you'll die'; a visit to the nursery by a human princess, the granddaughter of Queen Victoria, who by recognizing good hearts even beneath rags, insures the future happiness of the *Racketty-Packetties;* a beautiful serenade given to *Lady Patsy* by *Peter*—these are some of the steps leading up to that scene before the toy church where *Peter*, now in a lovely suit, is married to the sweet lady of his heart."

THE *DUCHESS* DEMANDS HER DAUGHTER.

The *dramatis personæ* are dolls who "can walk and talk and feel and everything," when real people are not looking.

PETER PIPER DYING OF LOVE.

Peter is the leader of them all and has a rare book of inventions to which he adds every other minute such a gem as "How to keep your temper—don't lose it." Scenes from another children's play running at the Little Theater, are shown on the pages following.

In the January *Bookman* Mr. Clayton Hamilton narrates the story of "Snow White," a children's play dramatized from one of Grimm's tales and produced at the Little Theater:

"The action occupies a year and a day, from the time when *Prince Florimond* of Calydon first comes to ask for the hand of *Snow White*, and the little princess is sent away by her jealous step-mother, *Queen Brangomar*, to be murdered in the dark forest, to the time when *Snow White* is brought back to the royal palace apparently dead, but is then and there happily revived, to triumph over the wicked queen and marry *Prince Florimond* after all. Meanwhile we are made familiar with the homely and happy life of *Snow White* in the little forest hut belonging to the *Seven Dwarfs*, and are informed of the many machinations by which *Queen Brangomar* and the clever old *Witch Hexie* seek to bring about her death.

"The main merit of *Snow White* is that it is honestly and utterly a fairy tale for children. There are no hidden philosophical intentions in the text, and the story is mercifully free from any moral. The piece is neither didactic nor symbolic, but is as simple as it seems to be. It is charmingly acted, by a cast composed almost entirely of children; and the scenery and costumes are very lovely in design an color."

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EUROPE IMITATING OUR JOURNALISM

WHEN AN ENGLISHMAN and newspaper man of long experience declares that he makes "no pretense to believing that the American press is any different from that of Europe," it is worth pondering, for we more commonly hear something pharisaical from our Old World critics when they contemplate the news organs of this country. Mr. A. Maurice Low, who is the chief American correspondent of the London *Morning Post*, does not altogether like what newspaperdom with us has evolved, but, speaking as an Englishman he is not led to be thankful for being different. In fact, he admits that British journalism has imitated ours to a considerable extent. In the last number of *The Yale Review* he writes:

SNOW WHITE DISCOVERED BY THE *SEVEN DWARFS*

Asleep in their home in the forest. This scene is taken from the fairy play presented at Winthrop Ames's Little Theater.

"There are some excellent newspapers in the United States just as there are some excellent journals in Europe; if America has its yellow journals, then Europe has its gutter rags, and between them there is little to choose. European editors will tell you that the press is no longer what it was in the palmy days when men took their work seriously and readers their journals with equal seriousness; that the passion for universal education and the desire to keep pace with 'current news'—for in Europe the messenger-boy and the shop-girl are just as keen to read about the goings-on of duchesses and variety actresses as on this side of the Atlantic they insist upon a full report of the latest fashionable marriage or sensational divorce suit—has changed not only the whole relation of the press to the public, but a new public has come on the scene that requires something very different from what satisfied a former generation. And there are editors who will mournfully shake their heads and tell you with a mixture of despair and wounded vanity that the decline of the press from its former high estate is due to American influence. That is as it may be, but it is undoubtedly true that American journalistic methods have had a great effect on European journalism, especially in England, whose modern newspapers are frankly modeled on American, and many of whose editors are Americans brought to England to put in force American ideas. The influence of American journalism on the English press must be admitted, but perhaps the real reason why England now borrows from America is that the world has grown smaller in the last quarter of a century. Space no longer exists; the brotherhood of man may not have come, but man touches hand with man. If Americans want to keep pace with the 'current news,' you may be sure that it will not be long before Englishmen imitate their example; if American newspaper proprietors have made the discovery of what interests the great public, it is a secret that English newspaper managers will soon wrest from them."

THE LITERARY PRESIDENT

THE FRIENDS of Mr. Roosevelt who have looked upon him as a man of letters in addition to his other numerous endowments may be surprized on opening their New York *Sun* to find we are soon to welcome our first literary Chief Magistrate. Woodrow Wilson is the author of a volume of literary essays, but he, like Mr. Roosevelt, has made important adventures in the field of history. *The Sun* is, however, inclined to view him mainly as a littérateur and dwells upon the fact that his political opponents found their chief weapon against him in the charge that he was a "theorist" and a "writer." Politicians and statesmen of the Democratic, Republican, and Progressive parties, it is added, "look upon him as a literary man primarily." Books have, however, been written by several Presidents, and the pedagog's stool has been occupied by John Adams, Grover Cleveland, James A. Garfield, and Chester A. Arthur; others have, for the most part, been described as "lawyers." Statesmanship and letters are not so widely divorced in England, as *The Edinburgh Review* recently showed. "From the time of Francis Bacon to that of Lord Morley of Blackburn, there have seldom been wanting among the conspicuous leaders of one or other of the great parties some men who were deeply interested in learning or letters and some who had earned distinction as writers or students." *The Sun* calls the roll of our Presidents and records the vocation or profession with which they were officially identified:

"Washington, planter; John Adams, Thomas Jefferson, James Madison, John Quincy Adams, Andrew Jackson, Martin Van Buren, John Tyler, James K. Polk, Millard Fillmore, Franklin Pierce, James Buchanan, Abraham Lincoln, Rutherford B. Hayes, James A. Garfield, Chester A. Arthur, Grover Cleveland, Benjamin Harrison, William McKinley, and William H. Taft, lawyers; James Monroe and Andrew Johnson, statesmen; Zachary Taylor and Ulysses S. Grant, soldiers; Theodore Roosevelt, public official. In early life John Adams and Cleveland, as well as Garfield and Arthur, were pedagogs. While John Adams, Jefferson, Madison, and Monroe wrote extensively on public questions and have contributed valuable works to the history of their country, they were not by any means professional literary men. While ex-President Roosevelt also has written many volumes on political and other topics, he has never been considered purely and simply as belonging to the profession of letters."

The Sun, which was not among Mr. Wilson's ardent supporters, imagines the politicians who wish to curry patronage or favor from the forthcoming literary President turning to his volume on "Mere Literature" to find some avenue of approach to a man who has written that "there is more of a nation's politics to be got out of its poetry than out of all its systematic writers upon public affairs and constitutions." If this quotation from our new President leaves them a little bewildered, what may they decide after pondering what next follows?

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"Epics are better mirrors of manners than chronicles; dramas oftentimes let you into the secrets of statutes; orations, stirred by a deep energy of emotion or resolution, passionate pamphlets that survive their mission because of the direct action of their style along permanent lines of thought, contain more history than parliamentary journals. It is not knowledge that moves the world, but ideals, convictions, the opinions or fancies that have been held or followed; and whoever studies humanity ought to study it alive, practise the vivisection of reading literature, and acquaint himself with something more than anatomies which are no longer in use by spirits."

Or this:

"In narrating history you are speaking of what was done by men; in discoursing of laws you are seeking to show what courses of action and what manner of dealing with one another men have adopted. You can neither tell the story nor conceive the law till you know how the men you speak of regarded themselves and one another; and I know of no way of learning this but by reading the stories they have told of themselves, the songs they have sung, the heroic adventures they have applauded. I must know what, if anything, they revered; I must hear their sneers and gibes; must learn in what accents they spoke love within the family circle; with what grace they obeyed their superiors in station; how they conceived it politic to live, and wise to die; how they esteemed property and what they deemed privilege; when they kept holiday and why; when they were prone to resist oppression, and wherefore—I must see these things with their eyes before I can comprehend their law books."

When in 1896 Dr. Wilson was professionally busied with his field of jurisprudence, he little thought, imagines *The Sun*, that as an author, minor or otherwise, he would be "discovered" sixteen years later as President of the United States according to these lines.

"It behooves all minor authors to realize the possibility of their being discovered some day and exposed to the general scrutiny. They ought to live as if conscious of the risk. They ought to purge their hearts of everything that is not genuine and capable of lasting the world essentially, at least, if need be."

Does this paper take a mischievous delight in pointing out "for the benefit of the aforesaid Democratic leaders" that Dr. Wilson in a chapter headed "A Literary Politician" [in his essay on Walter Bagehot] "rather insinuated that he was a person to a certain extent incapable of assimilation with the practical politician"? It adds that Dr. Wilson wrote the words nineteen years ago, and since then has "disclosed evidences that the two are not entirely unsympathetic and without joint keen understanding." He wrote of the "literary politician":

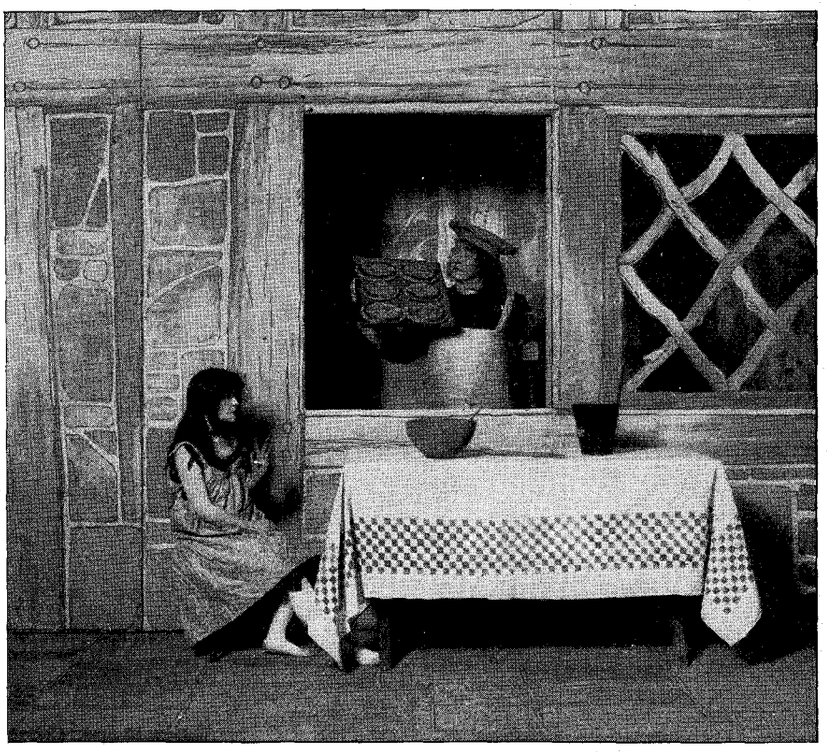
"There is no doubt a very wide-spread skepticism as to the existence of such a man. Many people would ask you to prove him as well as define him; and that, as they assume, upon a very obvious principle. It is a rule of universal acceptance in theatrical circles that no one can write a good play who has no practical acquaintance with the stage. A knowledge of green-room possibilities and of stage machinery, it is held, must go before all successful attempts to put either passion or humor into action on the boards, if pit and gallery are to get a sense of reality from the performance. No wonder that Sheridan's plays were effective, for Sheridan was both author and actor, but abundant wonder that simple Goldsmith succeeded with his exquisite 'She Stoops to Conquer' . . .

"Similar principles of criticism are not a little affected by those who play the parts, great and small, on the stage of politics. There is on that stage, too, it is said, a complex machinery of action and scene-shifting, a greenroom tradition and practise as to costume and makeup, as to entry and exit, necessities of concession to footlights and of appeal to the pit, quite as rigorous and quite as proper for study as are the concomitants of that other art which we frankly call acting. This is an idea, indeed, accepted in some quarters outside the political playhouse as well as within it. Mr. Sydney Colvin, for example, declares very rightly that:

"'Men of letters and of thought are habitually too much given to declaiming at their ease against the delinquencies of men of action and affairs.' The inevitable friction of 'practical politics,' he argues, 'generates heat enough already, and the office of the thinker and critic should be to supply not heat but light. The difficulties which attend his own unmolested task—the task of seeking after and proclaiming salutary truths—should teach him to make allowance for the far more urgent difficulties which beset the politician; the man obliged, amid the clash of interests and temptations, to practise from hand to mouth, and at his peril, the most uncertain and at the same time the most indispensable of the experimental arts.'

"Mr. Colvin is himself of the class of men of letters and of thought; he accordingly puts the case against his class much more mildly than the practical politician would desire to see it put. Practical politicians are wont to regard closeted writers upon politics with a certain condescension, dashed with slight traces of uneasy concern. 'Literary men can say strong things of their age,' observes Mr. (Walter) Bagehot, 'for no one expects that they will go out and act on them. They are a kind of ticket-of-leave lunatics, from whom no harm is for the moment expected; who seem quiet, but on whose vagaries a practical public must have its eye.' I suppose that the really serious, practical man in politics would see nothing of satirical humor in such a description. He would have you note that, altho traced with a sharp point of wit, the picture is nevertheless true. He can cite you a score of instances illustrative of the danger of putting faith in the political judgments of those who are not politicians bred in the shrewd and moving world of political management.

"The genuine practical politician, such as (even our enemies being the witnesses) we must be acknowledged to produce in great numbers and perfection in this country, reserves his acidest contempt for the literary man who assumes to utter judgments touching public affairs and political institutions."



SNOW WHITE AND *QUEEN BRANGOMAR.*

The *Queen*, disguised as the *One-Eyed Pieman*, visits the lorn heroine. Fairy plays, like English pantomimes, may come to be a feature of the American Christmas season.

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RELIGION AND SOCIAL SERVICE

THE TURK'S RELIGIOUS FORBEARANCE

CONTRARY to expectation based upon human nature in general, and Moslem nature in particular, the Turk is not showing the spirit of retaliation he might under the distressing circumstances of an unsuccessful war. It must seem to Western eyes a little startling to see passing through the streets of Constantinople the peaceful funeral procession of the Turk's arch enemy in the faith, the Patriarch of the Greek Church, yet our photographic evidence can not be denied. *The Missionary Review of the World* (January) expresses its belief that after the present war is over the Protestant schools and colleges in Turkey "will be more than ever patronized by all sects." The past twelve months have seen Turkey hospitable to the opportunities offered by Christian missions. "Turks and Kurds are attending mission-schools in large numbers; many hundreds of Bibles and Testaments are being sold to Moslems—in the city of Konia (Ancient Iconium) alone 1,500 were sold to Moslems in the last twelve months." The faith of Moslems in their prophet and in the Koran is being shaken, asserts this journal editorially, tho it points out the possible growth of rationalism and infidelity as an aftermath of the débâcle. In the *Orient* (Constantinople) we read this commentary on the extraordinary scene pictured here:

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CONSTANTINOPLE BURYING THE GREEK PATRIARCH.

The Ottoman Government showed in many ways its sincere sympathy with the Greek people in their bereavement. The patriarch, on his way to the place of burial, is borne through the city seated in his pontifical chair as if he were living.

"The marked consideration and honor shown by the Ottoman Government to the memory of the deceased Greek Patriarch will be a surprize and a revelation to those who regard the Turks as fanatical Moslems. The religious head of the Church to which the allied enemies of Turkey owe allegiance dies during the progress of hostilities; and the Moslem Government sends the Second Chamberlain, the Grand Master of Ceremonies, the Prefect of the City, and many other official representatives into the Christian church to express its high esteem for the dead, keeps perfect order in the streets with its soldiery during the procession, opens its bridges over the Golden Horn to allow the passage of the funeral steamer—which, being a small one, might have passed under the bridges—details a revenue cutter to act as escort of honor during the voyage around the city, and in various other ways evidences its sincere sympathy with the Greek people in their bereavement. The Patriarch is, it is true, an Ottoman subject, and civil head of the Ottoman Greeks; and his spiritual authority extends over more Ottoman than Hellenic subjects. And yet this tribute was not merely to the Ottoman official, but to a very large extent to the *man*.

"In fact, this is but another instance of the surprizing absence of the fanatical spirit in the Turkish authorities during this war. From the first this has been in striking contrast to what many expected and dreaded as a consequence of King Ferdinand's unfortunate utterance. And to those who realize the circumstances of the Ottoman Army, and its present mixt character, this is perfectly logical. A story is going the rounds which is good enough to be true, and certainly might be absolutely true. After a *mollah* had been exhorting the soldiers to fight for their religion, one of the perplexed Turkish warriors mused thus: 'Yes, that's all right, but what does that mean? What is our religion? Here at my right hand fights Hagop, and on my left is Kosti; while in front of us is a Bulgarian Moslem—our enemy! What is a man to do?"

In the January *Missionary Review* is published an article by the Rev. Charles T. Riggs of Constantinople (editor of the *Orient*) setting forth some of the religious results of the Balkan War. One special point of interest is his speculation on the future status of Turkey in the Moslem world:

"The Ottoman Empire in the past thirty-five years has lost all its possessions in Europe and Africa, and is hereafter only about one-half the size it was previous to that. But this is not a mere question of territory. The Ottoman Empire has for five hundred years stood as the bulwark of Islam, the pride of the Moslem world. In these last days, since the passing of Morocco and Persia out of the category of independent states into the hands of France, Russia, and England, Turkey has been the one Moslem Power left. Her Sultan is the Calif of all the faithful. So that this disastrous month's war, while not a religious war, has struck a heavy blow at the pride of Islam. In fact, the Ameer of Afghanistan is reported to be seriously contemplating proclaiming himself the Calif because of what he regards as the forfeiting of all rights to that title by the Sultan of Turkey."

This swift and decisive conflict calls for a large increase in the funds available for Christian work in these lands, he asserts, adding:

"At first a large amount will be needed for Red Cross and similar relief, for reconstruction as well as for medical care. Whole burned villages must be rebuilt; penniless widows and orphans must be clothed and fed through the coming winter; churches and schools raised up again.

"Into this new territory—new in hopes and possibilities because new in government and ambition—the agents of our great mercantile houses will hasten; thither will also crowd in the saloon, the brothel, and the gambling-hell, the besmirching book and the yellow journal. Is not this very fact a challenge to the Church to send in speedily competent men of consecrated common sense to preempt the land for our Master? We should be there with the returning refugee and the new settler—to furnish him with a house of true worship, a competent and Christian school for his children, and good healthy literature for his awakening intellect and heart, and an outstretched hand of help and good cheer in the Master's name."

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MINISTERS AT THE THEATER

A CLERGYMAN is quoted as saying that he goes to the theater occasionally, and would like to go oftener, but refrains for the sake of the young people to whom he has to act as a guide. Ministers who attend the theater from whatever motive must be more or less common in these days, for not infrequently we hear of performances at which they make up, by invitation, the entire audience. The motive of this particular one for not going oftener seems "very incongruous" to Dr. A. C. Dixon, who writes from London to *The Examiner* (New York). He takes the position that "if it is right and profitable for him to go to the theater at all, why should he not go often, rather than occasionally, since he frankly confesses his desire to do so?" The inconsistency of the minister's attitude seems to Dr. Dixon to lie in his desire for his own pleasure and his wish to guide the young into other channels for theirs. Dr. Dixon does not show himself a warm friend of the theater, but he puts an old position in a fresh light. Merely the restatement of such an old position helps us to see the question as a mile-post along the way we are traveling. He writes:

"The minister doubtless means that he would guide them in selecting the best plays and would take them to the best theaters. Well, there may be some good plays, so far as acting a part can ever be good; but, so far as we have been able to learn by rather careful investigation, there are no good theaters. Sir Henry Irving tried to make the Lyceum a good moral theater, and failed. Edwin Booth determined to make his theater in New York such a place morally that parents might take their children to it without fear of contamination, with the result that the enterprise went into bankruptcy and the building was sold for a warehouse. Hannah Moore wrote some good plays, full of Christian sentiment, but they did not pay.

"We have been searching for a theater on earth in which a play which appeals to the baser natures of men and women is never acted, and we have not yet succeeded in finding one. The theater as an institution is bad, as is admitted by its friends, whatever may be the quality of occasional performances. When our ministerial friend leads his young people to the theater occasionally, that they may enjoy together what he considers a good play, he may be assured that he is leading them to the bait which is almost certain to allure them to the bad play also; and even if they do not, he has linked himself and them in association with an avowedly bad institution, and has violated the principle which the Apostle Paul adopted in dealing with the question of eating meat offered to idols. Paul refused to do so, not because it would hurt him, but because it linked him with the great evil institution of idol worship, and would thus lead to his loss of influence for good."

Taking Sir Herbert Tree's observation that "the Church and the stage have now come together and are on friendly terms" as a text, the writer retorts: "If so, is it not because the stage has been lifted to the level of the true Church, but because the Church has fallen to the level of the stage." Dr. Dixon's position is that "the difference between the Church and the stage is an impassable gulf." He goes on:

"The purpose of the stage is to teach people how to act a part; the purpose of the Church of Christ is to teach them how to be real. The purpose of the stage is to amuse; the purpose of the Church is to save. The symbol of the Church of Christ is the cross; the symbol of the stage may well be the baby's rattle. The purpose of the stage is to make money, and managers are not slow to do so, even at the expense of good morals; the purpose of the Church of Christ is to make character, and good morals are not for sale at any price. The stage gives what the people want, and, sad to say, the worst plays often draw the biggest crowds; the purpose of the Church of Christ is to give what people need, regardless of its popularity. The stage ministers to 'the lust of the flesh, and the lust of the eyes, and the pride of life, which is not of the Father'; the purpose of the Church of Christ is to crucify these things. The stage is a caterer; the Church of Christ is a prophet. The stage in its tragedies glorifies revenge; the Church of Christ teaches forgiveness of enemies and the patient endurance of wrong. The tendency of the stage is to make people childish in their feverish desire for diversion; the work of the Church is to make people childlike in their faith and love and simplicity of character. The tendency of the stage is to keep the race in its childhood of self-gratifying amusement; the work of the Church is to lead the race into the manhood of self-sacrificing achievement. The footlights are suggestive of the fact that the lower tendencies of human nature are there brought into prominence; the Church of Christ would magnify the head-light and heart-light that reveal and develop the higher attributes of our being. In a word, the real Church is the incarnation of the spirit of Christ, pure, humble, self-sacrificing, and forgiving; the stage is the incarnation of the spirit of the world, lustful, proud, selfish, and revengeful. And what God hath put asunder, let no man join together."

THE FRIENDS' APPEAL TO THE PRESS

THE APPEAL to the publishers and editors of newspapers issued by the Society of Friends in Pennsylvania, New Jersey, Delaware, and eastern Maryland, is, in the view of *The Watchman* (Boston, Baptist), "calculated to quicken the conscience of these agents of publicity in their relation to many of the moral issues of the day." *The Episcopal Recorder* (Philadelphia, Ref. Epis.) feels "that not only do the newspapers need the exhortation, but the reading public also will do well to consider what they should expect a legitimate paper to do for the community." The Quaker brethren give the newspaper editors ungrudging praise for their help in the struggle for civic honesty in recent years, and "for their efforts to promote international brotherhood." Yet they believe the press could and ought to be a more potent factor for good, and be free from certain evil-working influences. The Friends' appeal, as quoted in several religious weeklies, reads in part as follows:

"The chief cause of advance in civilization is the prevalence of Christian ideas. We therefore urge the persevering effort perpetually to increase the circulation of these ideas. The Church appeals to her great ally, the press, to push this work. To present stanch, unflinching moral standards as applied to common life is a mediating work between the Church and the world, which, as it has of late been well done in some directions by the press, may be pushed farther in other directions, as her special province of service to Christian civilization.

"It is generally admitted that many of the unsatisfactory economic and social conditions which modern civilization seeks to correct, have their roots in the desire for large financial returns or for political power, and in seeking to reform others, we must be careful to be consistent ourselves. Profitable advertisements may not always be for the good of those who read them; or an overwrought partizanship may fail to accomplish its ends, and may throw a country into dangerous bitterness and strife. A newspaper may properly be conducted for profit, but its editors or publishers should not forget their moral responsibility toward the people they serve. At the First National Newspaper Conference, held last summer, some speakers 'raised the question whether the newspaper could play its due part in social advance if it were run simply as a business proposition.'

"It is said that the public must have the news—that it is the duty of the paper to give the news. Do those who urge this view forget how far-reaching is the result? The publication of the unsavory details of crime and scandal, often highly seasoned, and read with avidity by the young, can not fail to suggest to many of them a lower plane of life than that which the best home and school influences seek to promote. Domestic and business evil is acknowledged to be very often the product of misdirected 'suggestion.' Who shall say how many crimes, how many foul and dark deeds, have been the fruit of the printed page in the daily paper? Like begets like. Why must we publish what we would not allow to be discust at home with our own boys and girls? We should give to others what we would wish given to our own families. Shall evil stalk unrebuked through the columns of the press merely because the *news* must be given? Nor does it avail that the editorial condemns the crime which is so vividly portrayed on another page: for there are many minds which will pay no heed to the sermon; they are too busy looking at the sin; and while the editor is preaching on one page, Satan is at work on the other. Lack of care in matters of social wickedness is perhaps the greatest weakness of our American press."

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UNITARIAN NEGLECT OF THE HEATHEN

THE SLIM CHANCE the heathen have of becoming Unitarians arouses the concern of ex-President Eliot, of Harvard. To him the orthodox faiths are so far wrong as to be totally unfitted for carrying the gospel torch to the lands of darkness, yet the orthodox churches are the very ones who are invading foreign lands in full force, while the liberal churches are the ones who sit complacently at home and never lift a finger. In an address before the Unitarian, Universalist, and Congregational clergy of Boston he declared that the orthodox churches are "handicapped with an unpreachable faith in foreign lands," and yet "with generous gifts of money and splendid enterprise and devoted self-sacrifice" they are "working in foreign fields and doing the very things needed to be done even while they contradict the very elements of their own faith." On the other hand, the liberals, "with magnificent ideals, with glorious concepts, with the truth of Christ in all its purity and simplicity, sit in smug content offering the world of missions, in the hour of its hunger, only the dry bones of criticism of those who already serve." This is the summarized report of Dr. Eliot's words printed in *The Universalist Leader* (Boston). With careful discrimination, we are told, the speaker revealed the intellectual characteristics of the Japanese and Chinese mind, "showing how utterly impossible it is for the intellectually honest mind to accept any of the old, mysterious, and cruel dogmas of orthodoxy as a supply for the genuine need of religious light." "If Christianity has nothing better to offer these peoples than such dogmas as the atonement, original sin, the Trinity, and an everlasting hell, then the missionary task is futile." This journal proceeds in its analysis of the address:

"So far it appeared that Dr. Eliot, by implication at least, was doing a great injustice to the evangelical churches, for it seemed that the conspicuous need to be supplied was that included in the term 'good works,' rather than creed. There was a crying need of a Christianity expressing itself through the activities of benevolence and education, but while Dr. Eliot recognized the fact that all these other churches had allowed their creeds to be relegated to obscurity, while with splendid generosity and self-sacrifice the missionaries devoted themselves to the practical needs, the fact remained that there was always the well-founded suspicion that there was the ulterior purpose of decoying the recipient within the reach of the chains of dogma. And furthermore, the trained mind of the would-be convert, seeking the sources of the faith advocated, ever found the pathway of his research leading back to these same mysterious and intellectually impossible dogmas.

"A protest on the part of a representative of the evangelical churches here asked Dr. Eliot to consider that his description of the 'other churches' no longer obtained, that they were emancipated from slavery to doctrine, and were genuinely liberal in their interpretation of the Christian message. To this Dr. Eliot rejoined, that while with the individual the correction was just, the churches officially, and every individual minister in his ordination vows, still officially stood upon the same dogmatic ground as did his fathers, and they could not hope to win and hold the intellectually honest.

"This is one startling and stimulating note of this remarkable address, in its appeal, on the ground of missionary efficiency, for theological integrity; that there must be perfect harmony between faith and works; that there must be such open and frank and fearless readjustment of official doctrinal statement, as to make consistent the motive and method of missionary activity."

The second note of challenge in Dr. Eliot's address "was to the liberal church in general and to the Unitarian in particular." We find him further reported:

"The Unitarian Church has found the expression of its faith not through creedal statement but through good works; its service in this particular was greatly magnified, and great credit was given it for its influence and practical service through the many institutions for human uplift. And it carried no handicap of dogma; just filled with the spirit of true Christianity, it was free to go forth and serve, and to win to like service the very people who of necessity rejected the ancient and untenable doctrines of orthodoxy. Therefore a great opportunity awaited it, and a great obligation was upon it, and there was a mighty call for a Unitarian propaganda."

TO UNITE YOUNG HEBREWS

NEXT MONTH there will be held a convention of representatives of various Hebrew young men's societies, to effect, if possible, the affiliation of these separate associations into one national body. This will include "not alone the Young Men's Hebrew Associations so designated, but organizations of similar scope under whatever name they may pass," and the final organization, according to Mr. Felix M. Warburg, "will also take in the Young Women's Hebrew Associations of the country." Mr. Warburg, whom *The American Hebrew* (New York) calls "the leading spirit of the movement," tells, in the course of an interview appearing in that weekly, some of the benefits to come from organization on so large a scale:

"Well, in the first place, there should come the advantage accruing to all such federations; the experience of all will be available for each. Very often, institutions of this kind are started with small funds, which are simply wasted from want of knowledge how to employ them to the best advantage. When the coordination of these institutions is effected, and the new organization is started, such a body would be able to secure advice from the central offices as to the best way of utilizing their thousand a year or so. Standardization would also follow from such federation. In the second place, by the unification of all these bodies into one national organization, young Jewish men who pass from one city to another, if in good standing with the Y. M. H. A. of the first city, will at once find a circle of friendly associates in the Y. M. H. A. of the second. You know how often a young man at the most impressionable time of his life, when removed from the influence of the opinion of the public which knows him, falls into bad habits when arriving in a strange town where nobody knows him. He may often be saved from ruin if he finds speedily such an institution as the Y. M. H. A. ready to open its doors to him."

A temporary Committee of Ten have been drawing up a constitution and a series of by-laws. Within the scope of the new body will come, according to Mr. Warburg:

"Religious services and organization, religious class-work, educational (library, lectures, talks of a practical kind, class-work), physical training, social work (social, literary, and debating clubs, and work attendant upon their development), women's work."

One chief aim is to increase the efficiency of the educational part of the Y. M. H. A. work:

"It is one of our ambitions to make this work of the grade of the evening high schools and to compel its recognition by the State Boards of Regents. . . . Under the new scheme we shall be able to command the services of lecturers of a class even higher than heretofore, since we shall be able to offer a lecturer a circuit in the various institutions in which he can give the same lectures over and over again to a fresh series of auditors. Those associations who have heard the same lectures might be pitted against each other for debate on it."

Mr. Warburg admits that the religious and social side of the work would present serious difficulties:

"It we offer the young man a too rigidly orthodox scheme, he is not attracted; whereas, if we modernize our services and religious instruction too far, we help to widen the religious gap between the parents and the children. We hope to steer a midway course between the two extremes. We will not try to force a certain form on anybody, but see, that whatever his form, whatever he does will be well done. . . . . .

"We recognize also how difficult it is to bring into social relations young men and young women from quite different social strata and trained under widely different circumstances. Still, these difficulties can be overcome. At least we hope so."

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A CLASS IN HISTORY OF THE PRESENT.
Studying THE LITERARY DIGEST in the Washington Irving High School in New York.

"THE LITERARY DIGEST" AS A TEXT-BOOK

AS DR. WILLIAM McANDREW, the distinguished principal of the Washington Irving High School in New York City, has done us the honor of adopting this weekly as a text-book, our readers may be interested to learn what educators think of the plan. Magazines are going into the schools for practical study in all parts of the United States, and we even learn that a school in Dunfermline, Scotland, reviewed and discust our magazine as an exercise in observation, interpretation, and understanding. A circular was recently sent to the teachers in New York City by Dr. William H. Maxwell, Superintendent of Schools, saying, "It will be well for the teacher to make much use of recent or contemporary literature. Many pupils have a not unnatural suspicion of 'classics.' They have a natural interest in what other people are reading and talking about. They should be induced to read the better magazines. This will tend to overcome the too prevalent misconception in the minds of young students that literature belongs to the past." For the benefit of our readers Miss Jean Davidson, assisted by other teachers of the Washington Irving School, has made a canvass of teachers in New York City high schools, asking how they handle magazines, how the students like it, what the purpose of the study is, and what results are appearing. She writes:

"The number of contributions from high-school teachers is somewhat over two dozen. They are working almost entirely independent of one another. One began school class-work with magazines two years ago. She set apart one lesson a month for volunteer reports on any article in any periodical any girl cared to read. Too many cheap and tawdry magazines were used. She took a vote and found THE LITERARY DIGEST suited to the interests of a great variety of children.

"I have an interesting collection of opinions of the girls themselves. 'I like this because I want to know what is going on in the world to-day'; 'I think this is keeping me from growing one-sided'; 'I begin to know what people are talking about'; 'I like to read about live men instead of dead ones'; 'My father says he is glad I am doing one thing in school he understands and sees the use of'; 'I was able to show my brother he didn't know everything.'

"The reasons given by the teachers are illuminating. 'The discussion of themes in text-books is too remote from everyday experiences'; 'The magazine work has done much to carry the influence of school into the home. A girl will hardly ever mention her algebra, Latin, or even history outside of school. These newer topics are current everywhere'; 'Young people are eager to know and think upon the progress of the times'; 'The children can by this means be brought to think of the school and themselves as active forces in the work of the world'; 'I am getting more exercise of judgment and thought in my class than I ever had before. We always discuss. We ask which is the most valuable article and why it is'; 'We are getting a more valuable and natural style of writing in our compositions. The girls are realizing that the writing of to-day is not, can not, should not, be in the style of the eighteenth century'; 'My pupils are getting a more varied and more useful vocabulary than the regular class texts were giving them.' A dozen teachers find the power to talk at length in a connected way is coming to their pupils, where before it was difficult to find any one who could maintain discourse for more than a minute at a time without assistance. The dictionary and encyclopedia are becoming live books because they help to throw light upon live questions. The real importance and meaning of culture is being appreciated because of the discovery of the bearing which the world's accumulation of knowledge has upon the everyday events of our own time.

"The way the teachers use THE DIGEST varies with the circumstances. Two lessons a week are commonly regarded as sufficient to get gratifying results from the magazine, tho some teachers use only one hour a week for it. The teacher lists the articles upon the board and lets each girl select the one she thinks she is interested in. The brighter pupils are willing to wait until the teacher asks them to be responsible for some articles which have not been chosen. The longer stories are divided into parts. Some teachers always volunteer to take an article themselves and to be questioned upon it by the students. The advertisements are included with interesting success by many of the teachers. The value of the illustrations in these and in the reading matter is commented upon. Boys handle the science and politics more readily than girls. The personal sketches even of scientists like Carrel, or of statesmen like Canalejas, engage the girls without difficulty, while the notes of music, art, and literature fare better with Mary than with John. Smoke, cotton, and life-rafts, book-reviews, the price of coal, and labor questions interest young Americans of both sexes.

"Several teachers refer to the effect of the innovation upon themselves. 'It's keeping me alive,' one teacher confesses. Another says, 'It is modernizing me.' 'It ought to be a regular thing in every grade in every school,' another teacher says, 'because the purpose of a magazine like this is educational. The subscribers take it for this effect. Why children in their most educative period should miss it is more than I can understand, unless it be from a traditional assumption that a school should be concerned chiefly with affairs that are already dead and done for.' One teacher testifies that nothing she has done in school has tended so well to give her an insight into the lives and tastes and characters of her children. To me it would seem that an institution like a school, which declares itself to be a preparation for life, should appropriate to itself as much real life as possible. If a chronicle of important concerns of the living world is available every week, I should think that its use in a school would be a foregone conclusion."

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SOLVING THE MOTOR-WAGON QUESTION

By HARRY WILKIN PERRY

Secretary of the Commercial Vehicle Committee of the National Association of Automobile Manufacturers.

THE QUESTION of the motor-truck is perfectly simple when you get down to basic considerations. It was just as inevitable that the motor-truck and motor delivery-wagon should supersede horse-drawn wagons as it was that the electric street-car should displace the horse-car during the last quarter-century; that the stage-coach should give way to the railroad, and the sailing-vessel to the steamship. In the factory, on the farm, in the office and in the home, muscular effort has been succeeded by mechanical power. The loom, the lathe, and the forge are steam-driven to-day at incredible speed and capacity; the cradle and the flail have been superseded by the reaper and the thresher; the pencil and pen have been laid aside for the dictaphone, the typewriter and adding machine, and the needle, the washboard, and the broom are being displaced by the sewing-machine, washing-machine, and pneumatic cleaner.

This is the progressive twentieth century; it is the mechanical age; civilization is advancing amazingly all over the globe. Nations are not retrogressing. Whoever thinks the displacement of hand labor and brute effort will not continue is an obstructionist; but to argue against the motor-truck now is as ineffectual as would be attempting to thrust a walking-stick in the flywheel of a Corliss engine. It is being demonstrated every day all over the country that motor-trucks can do the work for which they were designed and built, and it is only a question of time when everybody will have to concede their superiority. This is so very evident that leading truck manufacturers no longer question the market for their products. They say simply, and with absolute conviction: "The business men have got to use them." The common-sense thing to do, then, is to look the inevitable squarely in the face and decide upon a course of action to meet it. Fortunately, this inevitable transition is going to work large and unforeseen benefits.

There is a safe and sane middle ground between the extravagant claims of overenthusiastic truck salesmen on the one hand, and on the other the skepticism of overconservative business men and the open condemnation of a few merchants and manufacturers who have had unfortunate experiences with these vehicles in the past. The motor-wagon is simply a mechanical vehicle, unconfined to rails or water, that is capable of indefinitely sustained speed two or three times that of any other vehicle having the same free movement on public streets and roads.

If one is now using horses either owned or hired, he will need to find out whether or not he can use these power vehicles in his business. Will they save money? Or will they increase his business?

If they will do either, it is time to consider making a change. Progressive manufacturers think little of "scrapping" any machinery that may be only a few years old, provided they can replace it with improved machinery that will do the same work more economically, or better and quicker. Horses command a good market price to-day, and used wagons can be sold at reasonable reductions from cost, but in two or three years, when the movement to convert horse-equipment into motor-wagons has got into full swing, it may be found very difficult to realize on horses and wagons in large cities, and the cost of shipping them to other places to sell will make it hardly worth while.

It is not necessary to experiment with motor-trucks or delivery-wagons at this late date in order to find out whether or not they can be used successfully in a given business. The experimenting has already been done, and most well-established manufacturers of these vehicles can give carefully kept records of the cost of operation and maintenance of their machines in many different lines of trade. What is needed is a basis for comparison. One needs to be able to produce corresponding figures for horse service. In about ninety-nine cases in a hundred, one does not know what it costs and can not find out from his bookkeeper or accounting department. The first move to make, in that case, is to institute a new system of accounting that will separate the hauling or delivering account from others. To this account should be charged every item of expense due to the service, about as follows:

Rental of stable, or interest on investment in ground and stable.
Lighting, water, insurance.
Interest on investment in horses and wagons.
Depreciation of horses and wagons.
Hay, grain, straw, etc.
Wages of superintendent, stablemen, drivers, and helpers.
Blacksmithing, repairs and repainting, new harness.
Veterinary services.
Removal of stable refuse.
Miscellaneous not included above.

Besides this cost account, daily-record cards should be kept showing the miles traveled by each wagon, the longest and shortest routes covered, the number of tons hauled or packages delivered, and the time spent in loading, unloading, and other waits. From this data can be figured the cost per ton-mile or per package delivered.

Such an account, kept for six months from the first of February or the first of July, will provide an excellent basis for comparison with corresponding costs of motor service. It will also, no doubt, furnish ground for considerable surprize and study. When it is complete and one has in front of him the totals of all the items for six months, a motor-truck or delivery-wagon expert may be called in for consultation. When he has been told the total volume of work to be done, the mileage to be covered daily, the stops to be made, and similar details, he will be able to tell the kind of motor-vehicles best adapted to one's service, whether gasoline or electric, the most suitable capacity, and the number required to do the work. From this he can calculate the size of the building needed as a garage, its probable approximate cost or rental, the aggregate cost of the vehicles needed, and the total probable cost of maintenance and operation, including the wages of employees, repairs, insurance, and all other items. If not satisfied with one man's estimate, estimates can be obtained from as many others as one may like.

It is almost certain that a large possible saving will be shown, altho this will depend upon the nature and volume of the business and conditions affecting the service. Reliable truck manufacturers admit that there are certain conditions under which their vehicles can not operate economically and satisfactorily. They are, for example, placed at a great disadvantage when used in congested horse traffic for short-haul work between warehouses and railroad and steamship terminals. In such service the length of haul in large cities seldom averages more than a mile, while the waits to load and unload average about one hour for each load or haul. Delays due to traffic congestion and inadequate loading and unloading facilities at such freight-houses in New York and Chicago have been carefully checked with stop-watches, with results, as reported by David Beecroft to the National Association of Automobile Manufacturers, that ought to open the eyes of business men and lead to action by the Chambers of Commerce, Manufacturers' Associations, and other commercial bodies to bring about relief.

Records made of 287 vehicles at the Jersey Central terminal in New York, the Illinois Central and Santa Fé terminals in Chicago, and the Detroit Union Railway and Cooper's street terminals in Detroit showed an average delay of $11\frac{8}{10}$ minutes in getting to the platform ready to unload or load. The delays varied from nothing to 2 hours and 10 minutes. The average unloading time was $27\frac{8}{10}$ minutes. At the Illinois Central freight-depot in Chicago the average time lost by eighteen horse-drawn

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wagons and two motor-vehicles between the hours of 11.30 A.M. and 5 P.M. was 56$\frac{5}{10}$ minutes, divided almost equally between waiting to reach the platform and in loading.

These terminal delays are due to a variety of causes, such as loafing by drivers, lack of traffic regulations, inadequate platform space and doorways, insufficient loading and unloading labor, poor system in handling and disposing of goods, lack of system and promptness in making out bills of lading, receipts, etc.

In the work of checking these and similar delays, it was found that very few motor-trucks were engaged in the service, horse-drawn vehicles predominating to a marked degree. The reason for this lay in the delays themselves. A motor-wagon's chief superiority lies in its speed and its ability to cover a large mileage in a day. If the conditions of service are such that no advantage is taken of these qualities, there is no economy or other gain in using the power wagon; it is cheaper to let horses stand waiting in a traffic blockade than to let a motor-truck stand, because the investment is only a fraction of the purchase price of a motor-truck, and the interest on investment, the insurance premiums, the driver's wages, depreciation, and so forth are less on the horse outfit.

Put in another way: the motor-wagon is capable of doing the work of from three to four horse-drawn vehicles of equal load capacity if it is operated under proper conditions, so that whenever it is kept waiting it is equivalent to keeping three or four wagons standing idle instead of one. Obviously, it is cheaper to keep one wagon waiting than to keep four standing. For this reason nobody who has given any thought to this phase of motor-trucking allows the motor-truck to be used under conditions that require much waiting, provided he can avoid doing so.

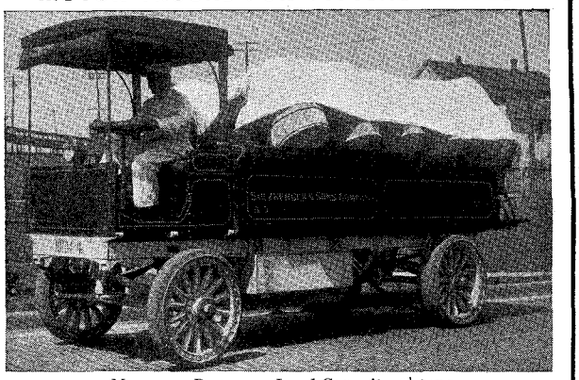
Now, this really is the nub of the motor-truck question. Motor-trucks should be kept moving. This ought to be painted on signs and hung in the garage, over the loading platform and in the bodies of the trucks themselves. The whole organization having anything to do with the transportation department needs to have this idea instilled into it. Drivers need to be educated away from old horse standards as to the amount of work to be done in a day; delivery superintendents should devise new time-saving systems in the store, on the platform, and on the delivery routes; and managers should give personal study to the problem of how to get the most work out of the machines. This study needs to begin with the architect's plans of the garage and store, which should be planned or rearranged with a knowledge of motor-wagon service or with the advice of an expert. To place the garage half a mile from the store or factory means that every motor-wagon will have to do one or two miles of useless running every day. To fail to heat the garage above 32 degrees every night in winter means that radiators will freeze and develop leaks, pumps break or cylinders crack, or that there will be a 10 to 20 per cent. loss of current in charging batteries. To have the garage poorly lighted and inadequately supplied with shop tools and repair parts will result in poor inspection and in road troubles.

Many ingenious ways of saving time with motor-trucks have been devised in different lines of trade. Time could hardly be better spent by anyone considering the motor-truck question than in acquiring a good knowledge of these different systems. This is a simple and easy process if it is gone about in the right way. Most of the ideas have been illustrated and described in detail in periodicals devoted to the subject, while some of them are of a nature that can be exhibited in the annual motor-truck shows. It must suffice here merely to mention a few.

In the coal business trucks are loaded at the pockets from overhead chutes and are unloaded at the premises of the customer by elevating the body and letting the coal slide through chutes into basement bins. Gravity does all the work, so that the handling of five tons of coal requires only three to ten minutes to load or unload.

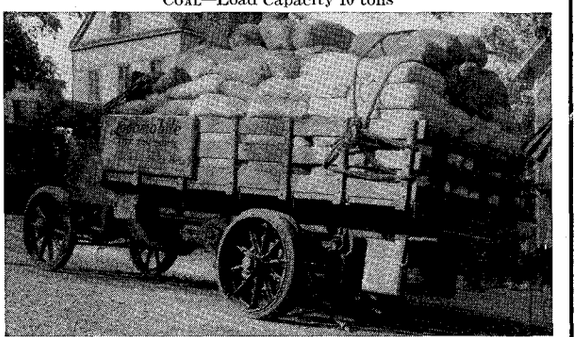
Lumber dealers use trucks with special removable bodies that can be rolled off upon horse-drawn yard wagons and left to have loads made up while ready-loaded interchangeable bodies are rolled upon the truck chassis and hauled away. It sometimes takes an hour or two to make up a three-ton or five-ton load of selected lumber, but the motor-truck is not kept waiting.

MOTOR-TRUCKS FOR TYPICAL TRADES

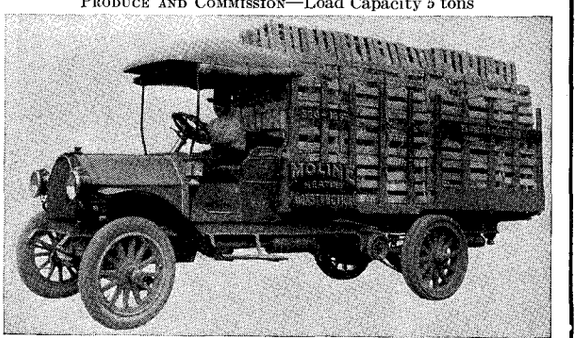


MEAT AND PACKING—Load Capacity 3½ tons

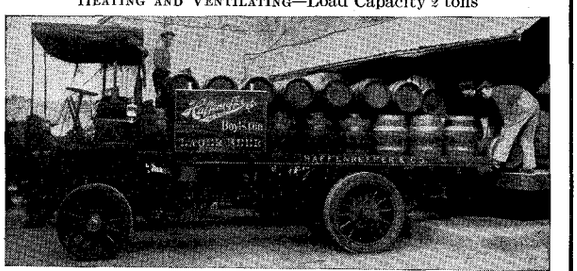
COAL—Load Capacity 10 tons



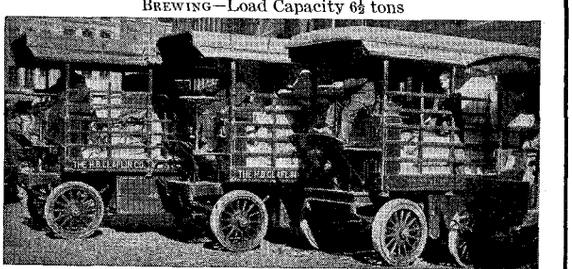
PRODUCE AND COMMISSION—Load Capacity 5 tons



HEATING AND VENTILATING—Load Capacity 2 tons



BREWING—Load Capacity 6½ tons



WHOLESALE DRY GOODS—Load Capacity 3 tons

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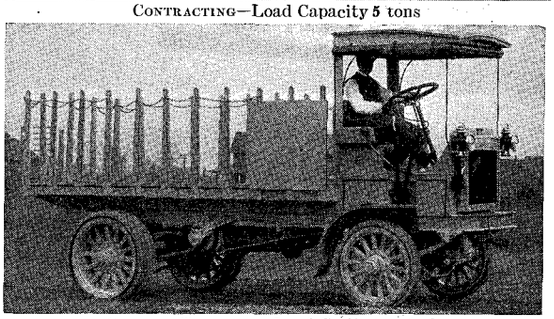
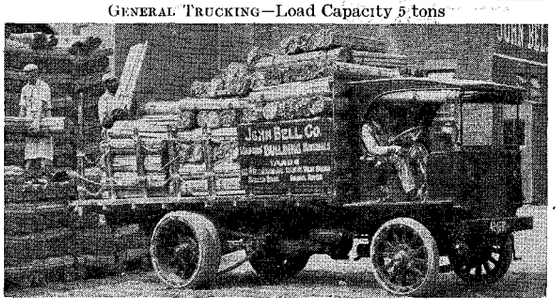
MOTOR-TRUCKS FOR TYPICAL TRADES

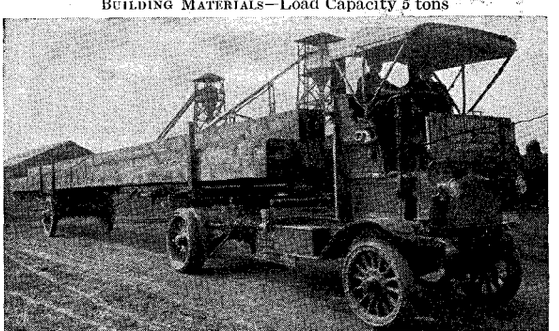
CONTRACTING—Load Capacity 5 tons



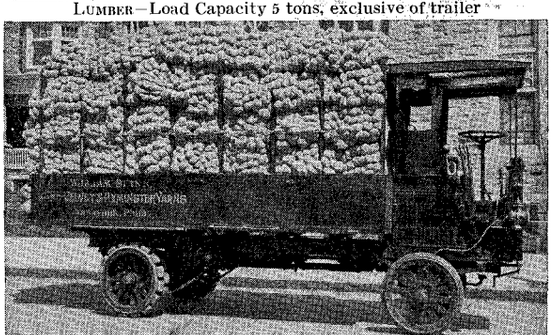
GENERAL TRUCKING—Load Capacity 5 tons



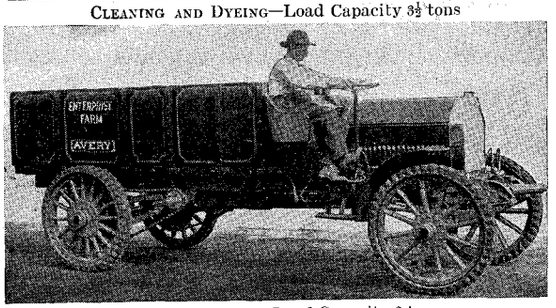
BUILDING MATERIALS—Load Capacity 5 tons



LUMBER—Load Capacity 5 tons, exclusive of trailer



CLEANING AND DYEING—Load Capacity 3½ tons



FARM AND RANCH—Load Capacity 3 tons

Several department stores and factories are using motor-trucks fitted with inner crate bodies on rollers that can be run out upon the platform and taken to any part of the factory, or in elevators to any floor of the store, and there left to be loaded with goods or packages while a duplicate crate that has been loaded during a previous trip of the truck is run upon the chassis inside of the regular covered body and hauled away. The only delay occasioned is the time required to change the crates.

Other large department stores sort their parcels in the store, placing those for a certain distributing area in one fiber trunk and those for other areas in others. All the trunks are marked plainly and are locked. They can be loaded quickly and fit close together, making a good load. The big truck hauls them to a suburban depot where the trunks are picked up by light wagons and taken over the respective routes on which the parcels are delivered to customers.

In the heavy hardware trade the factory or store is equipped with an overhead trolley that projects out over the truck body when the vehicle is backed up to the loading platform. A block and chain pick up heavy articles and they are pushed along on the trolley with little effort and deposited in the truck.

Contractors use trucks with dump bodies that spill their loads of sand, gravel, crusht stone, brick, asphalt, and similar material in less than a minute. Many of these trucks are fitted with power mechanism for operating the body, driven by the truck motor. Some contractors use bucket bodies that are picked up by a derrick and replaced by duplicate bodies that have been filled with earth and rock from an excavation or tunnel under construction.

Just consider what it means in dollars and cents to keep the truck on the road instead of waiting. Records carefully kept of the performances of motor-trucks during the last ten years show that the average total cost of operating and maintaining a 3-ton gasoline truck is $12 a day. The truck has a rated speed of eleven miles an hour with load. If only two hours out of the ten-hour day are lost in loading and unloading, the truck can haul three tons eighty-eight miles, or 264 ton-miles for $12, or a little more than 4½ cents per ton-mile. But if five hours are lost in loading and unloading, the truck covers only 55 miles and the ton-mile cost is 7¼ cents, or 67½ per cent. more.

This is one of the things that account for the failure of some truck users to get economy and satisfaction when others in the same line of business succeed. There are numerous other causes also for the different experiences.

Motor-trucks are used successfully in so many different lines of business that they can not be named here. One leading truck manufacturing company has enumerated 187 trades that are using its vehicles. A tabulation of the cards of about 7,500 companies whose officers attended the New York and Chicago national motor-truck shows last winter enumerates 225 distinct lines of business that were investigating and buying commercial motor-vehicles. The trades most numerously represented were, in the order of number: building and contracting; metal and hardware; grocery; machinery and tool trades; light, heat, and power companies; dry goods and clothing; furniture, beds, and bedding, carpets, rugs, and house-furnishing; brewing and liquor; expressing and teaming; coal and wood; printing and publishing; city governments; lumber trades; textile and dyeing; paints, oils, and decorating; heating, plumbing, ventilating, and steam-fitting; department stores; storage and moving; produce and commission; steam railroads and equipment; paper and paper boxes; meat and meat-packing; boots, shoes, hats, gloves, and men's furnishing.

There is hardly a line of business of any importance, dependent upon haulage or delivering, that is not to-day using the motor-wagon to some extent. It has invaded the last proverbial strongholds of the horse and mule—the farm and the battle-field. Gasoline-driven trucks and tractors are plowing and cultivating farms in many parts of the western United States, in western Canada, South America, Europe, Australia, and India. They have proved their great value in war operations and army maneuvers from the time of the Boer War to the Balkan outbreak against the Turks. The unprecedented progress of the Bulgarian army in European Turkey is asserted to have been

(*Continued on page* 86)

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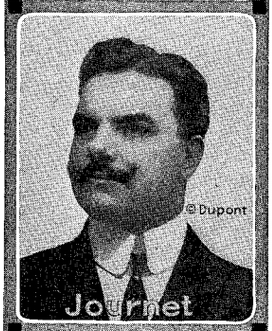

The world's greatest artists make records only for the Victor

The world's greatest artists! Caruso, Melba, Tetrazzini, and others who have for years charmed enthusiastic audiences, and whose names are known in every home.

The world's greatest artists! New comers in the field of American opera—Titta Ruffo and Frieda Hempel, who have scored great successes abroad, and whose voices were heard on Victor Records before these artists ever appeared in America.

The world's greatest artists! Journet, Jadlowker, and others who will not return to America this season; Michailowa, Battistini, Huguet, and Paoli, who have not yet appeared in America; and Sembrich, Plançon, and Patti, who have retired from the operatic stage.

And there are even artists who are no longer among the living—Tamagno and Gilibert—whose voices are preserved for all time on Victor Records, the living evidence of their greatness.

The world's greatest artists — universally acknowledged the foremost exponents of the operatic art—all brought to you on the Victor to sing for you in your own home the masterpieces of the great composers.

Any Victor dealer in any city in the world will gladly play any music you wish to hear and demonstrate to you the wonderful Victor-Victrola.

Victor-Victrolas $15 to $200. Victors $10 to $100. Your dealer will arrange terms to suit your convenience, if desired.

Victor Talking Machine Co., Camden, N. J., U.S.A.
Berliner Gramophone Co., Montreal, Canadian Distributors.

Victor

New Victor Records are on sale at all dealers on the 28th of each month

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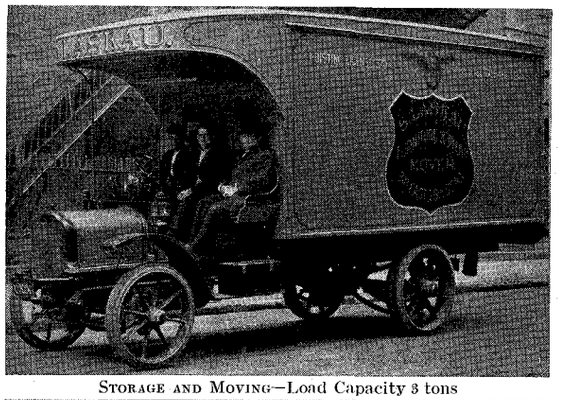
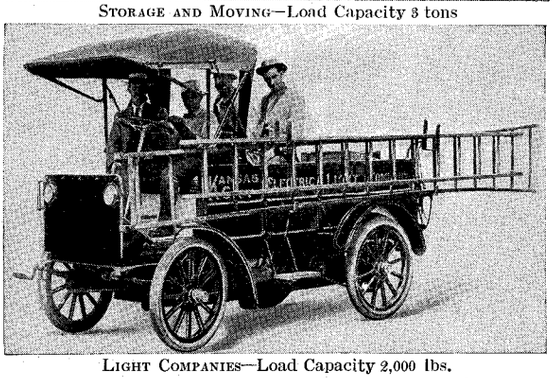
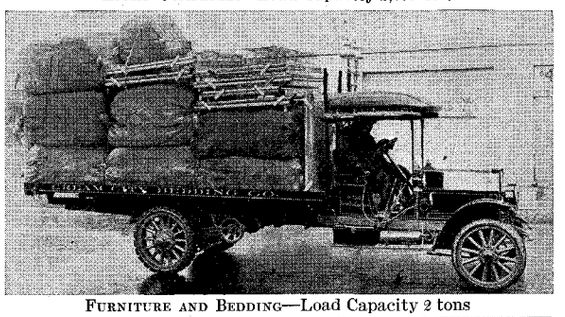
MOTOR-TRUCKS FOR TYPICAL TRADES



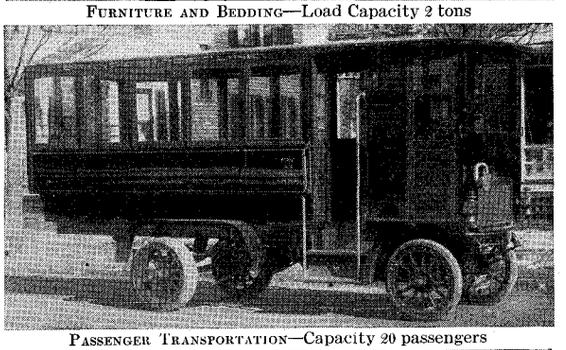
STORAGE AND MOVING—Load Capacity 3 tons



LIGHT COMPANIES—Load Capacity 2,000 lbs.

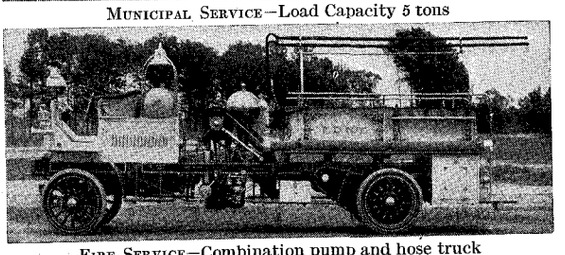


FURNITURE AND BEDDING—Load Capacity 2 tons



PASSENGER TRANSPORTATION—Capacity 20 passengers

MUNICIPAL SERVICE—Load Capacity 5 tons



FIRE SERVICE—Combination pump and hose truck

MOTOR-TRUCKS AND MOTOR-CARS

(*Continued from page* 84)

due in great measure to the use of motor-trucks in bringing up the heavy field-guns and transporting munitions and food supplies.

One of the anachronisms of the present motor-truck situation is that some dealers in hay, grain, and feed for horses are using motor-trucks while others are considering their purchase. A few years ago, and to some extent even to-day, fine automobiles have been hauled to automobile shows on horse-drawn trucks; but it is a safe prediction that it will not be many years before fine horses are hauled to the horse-show in motor-trucks. Already the S. P. C. A. in New York and Philadelphia is using motor-ambulances for injured horses.

The adaptability of the motor-truck is one of its most striking characteristics. Practically every manufacturer, whether of gasoline or electric vehicles, produces a chassis or running-gear that is an independent operative unit and on which any desired style of body can be mounted. Thus a single design chassis may be used for such diversified purposes as a combination chemical and hose-wagon for fire-department work, a police patrol, hospital ambulance, contractor's dump truck, florist's car, coal truck, piano truck, art-dealer's truck, oil-tank car, street sprinkler, sightseeing stage, and so forth.

It has been pointed out in a previous part of this article that the power wagon, to be economical, must be kept moving. There are exceptions to this, however. Probably its greatest comparative effectiveness and economy have been shown in service that required trucks to stand idle most of the time. This sounds paradoxical, but in fire-department service it has been proved that hundreds of dollars a year can be saved in a single fire station by motor equipment. The largest relative saving is in the stations where there are fewest answers to alarms. The reason, of course, is because horses, whether working or standing in their stalls, must eat and be watered, bedded, and cared for daily, whereas a power-driven engine or hose-wagon consumes nothing when standing and requires almost no care when it is used little One man can take care of it and drive it, less stable room is needed for it, larger territory can be protected by it, a smaller fire crew can do more effective work with it, because it reaches the scene of a fire sooner than horse-drawn apparatus could, and fires can be gotten under control more easily when in their incipient stages. Furthermore, tire expense and general repairs, which are always large items in motor-truck service, are proportionate to the mileage, so that the less the machine is used the less will be the cost for operation and maintenance.

These are such obvious facts that self-propelled fire apparatus and police patrols have come into very extensive use during the last five years, particularly in the last two. There is hardly a city in the Northern States that has not bought one or more pieces of motor fire apparatus, and many of the Southern cities are equally progressive. Many cities, beginning with New York, have decided to motorize their fire departments completely, and will buy no more horses. The transition may take five years to complete, but it will be made as rapidly as possible. At the last annual international convention of fire engineers held in Denver last September, the application of motor apparatus to fire-department service was the principal subject on which papers were read and discussions held. More than forty pieces of motor apparatus were exhibited, and took part in runs and pumping tests. Regarding the efficiency and economy of the motor-pump, Fire Chief F. J. Connery said in his address:

"My home city of New Castle, Pa., a town of 40,000 inhabitants, purchased a triple combination hose, chemical, and pump wagon and put it in use last October. Since then it has answered 123 alarms, traveled 786 miles, and used 739 gallons of gasoline, all at an average expense of $7.50 to $8 a month, including minor repairs, gasoline, oil, and other incidentals. We are now covering all of the business part of our city, which lies on flat ground at the junction of two rivers, and the residence district for a mile and a half out, built on surrounding hills, with this one machine assisted by two hose wagons, one stationed half a mile out, and the other one mile from the business center, both on hills. New Castle is now 89 per cent. efficient in fire protection, ranking third in efficiency in the State of Pennsylvania. Since the introduction of the machine,

(*Continued on page* 88)

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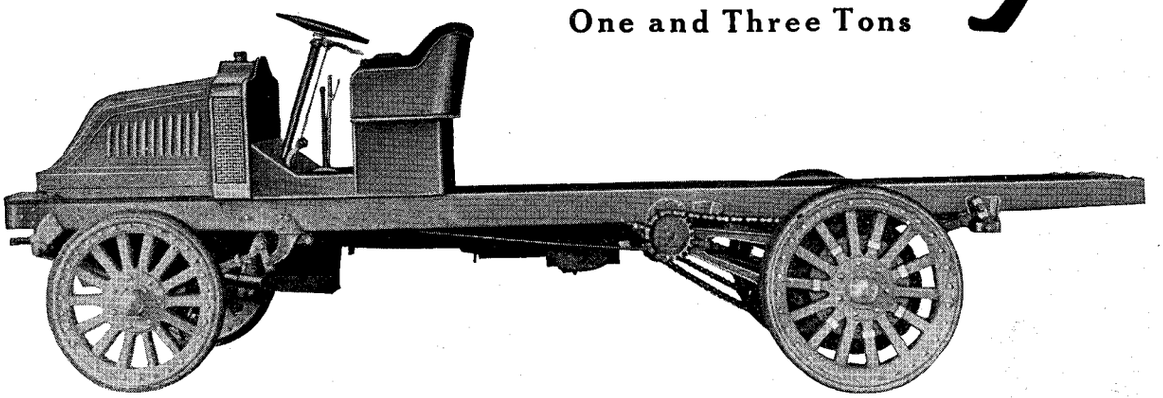
Announcing the New Water-Cooled

Kelly

Motor Trucks
One and Three Tons



The new KELLY water-cooled trucks reflect more than seven years of practical experience in the designing and manufacture of high-duty motor transports.

Motor truck and transportation engineers of the very first rank are agreed that these new one and three-ton chassis models embody what is today the last word in excellence. This general approval is a tremendous argument in favor of our product.

For efficiency and maximum dependability—year after year—we believe there is no truck made that will compare with the new water-cooled KELLY models.

In the matter of economical operation, they deserve particular mention. The motor has fewer parts than any other four-cylinder water-cooled construction in this country. All parts are so easily accessible that effective upkeep is no longer a hardship upon garage-man or driver.

Our system of suspending the motor on three points differs from the conventional three-point suspension. The difference is so much in our favor that it becomes a big factor—one worth considering. Transmission, jack-shaft housing and radius rods are so perfectly swiveled that it is impossible, owing to the resultant flexibility, to promote stress and shock upon any part of the chassis. This means long life. This means low cost of maintenance. It means motor-truck satisfaction.

A "catalog talk" in this limited space is impossible, but if you are interested in the purchase or operation of high-duty motor transports we would welcome the opportunity of discussing your transportation requirements in a practical, common-sense way. We have an interesting booklet, just off the press, which may prove of value, and which we gladly send free on request.

The Kelly-Springfield Motor Truck Company, Springfield, Ohio

Factory Branches—New York, Philadelphia, Boston, Baltimore, Kansas City, San Francisco, Los Angeles, Seattle

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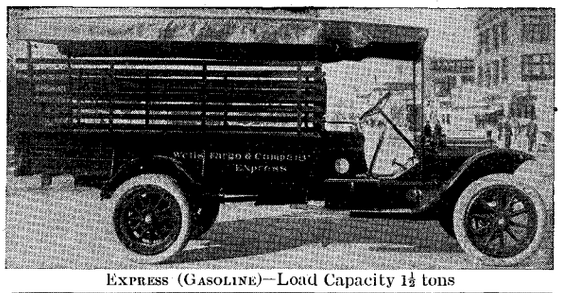
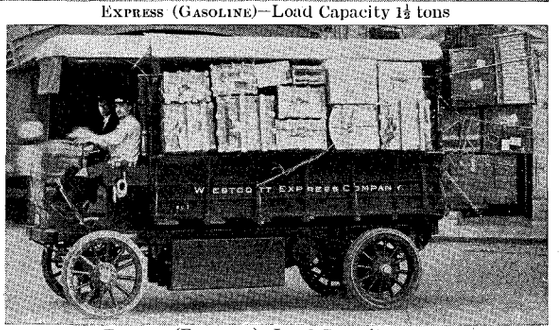
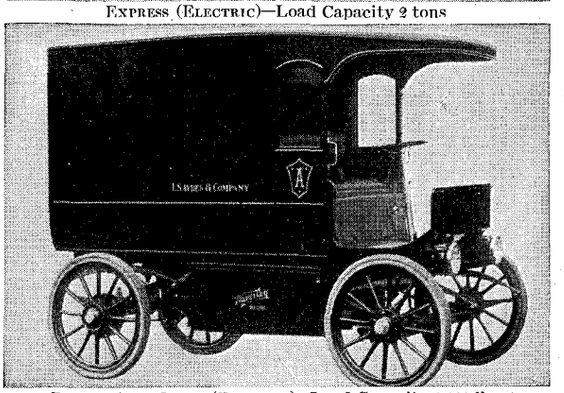
MOTOR-TRUCKS FOR TYPICAL TRADES



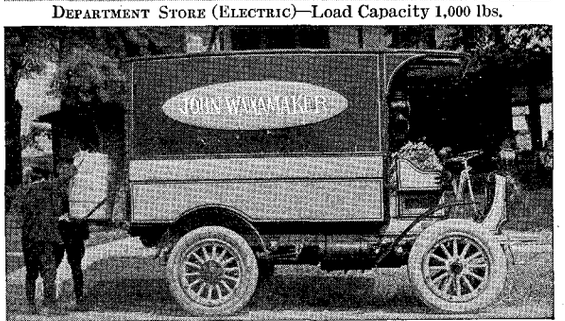
EXPRESS (GASOLINE)—Load Capacity 1½ tons



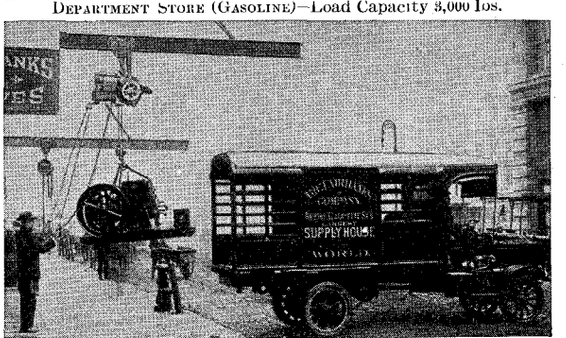
EXPRESS (ELECTRIC)—Load Capacity 2 tons



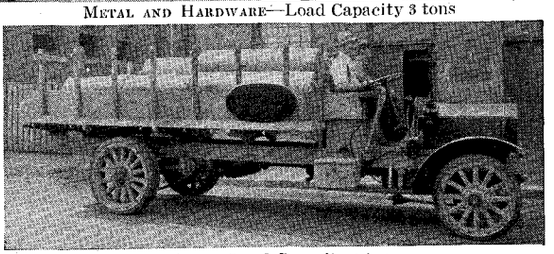
DEPARTMENT STORE (ELECTRIC)—Load Capacity 1,000 lbs.



DEPARTMENT STORE (GASOLINE)—Load Capacity 3,000 lbs.



METAL AND HARDWARE—Load Capacity 3 tons



TEXTILE—Load Capacity 3 tons

MOTOR-TRUCKS AND MOTOR-CARS

(*Continued from page* 86)

and because of its installation, we have secured a reduction of insurance rates in our city."

Chief R. N. Bawker, of Passaic, N. J., giving his experience with motor-tractors for hauling ladder-trucks, said: "During the twelve months from May 30, 1911, to May 30, 1912, the tractors averaged a cost of $8.85 a month, against the cost of $90 per month for horses on the same apparatus. This cost per month of the tractors includes repairs of every description, while the cost of the horse includes only feeding and shoeing. If I should add the cost of repairs to harness and veterinary fees, it would put the maintenance of the horses of these two apparatus up to $100 a month."

Fire-department work, unlike ordinary commercial and industrial work, demands that vehicles be kept ready for instant use, even tho they may not average more than one run a day.

Up to the present time it has been considered that the cost of motor-wagons practically precluded their economical use by small retailers who had only work enough to keep one horse busy. But, now that small delivery-cars suitable for this work are on the market at prices ranging from $390 to $1,000, it may be found that one of these can be bought and used about as cheaply as a good horse and wagon, even if it stands idle at first a large part of the time. In time, the ability of the merchant to make quicker deliveries than his nearby competitors probably will cause his trade to increase so that the motor-wagon will be kept busy all the time.

A Chicago South Side grocer who bought a $1,000 motor-wagon says that it costs considerably less to keep it going than it did to keep the three horses he sold when he bought it, and that in the year he has had it he has had less trouble with the machine and fewer delays than he used to have with the horses. The morning trip to the commission houses in South Water street requires about three hours as compared with more than five hours that his horses used to take. The load reaches his store fresher and in better condition than his competitors' fruit and vegetables, and he gets a slightly higher price for them, and is pretty sure of selling off everything green that the motor-wagon brings to the store. The car is especially useful in the morning rush for delivering the "before noon" orders, covering two delivery routes to customers living within a distance of two miles. During a typical afternoon it made two more regular deliveries on schedule and in addition eight emergency runs, in one instance delivering a special telephone rush-order inside of half an hour at a distance of three miles to a highly pleased patron.

Whether a motor-wagon can be made to pay on a milk route, or other route requiring house-to-house deliveries over a short distance, is open to careful study. Unless the run from the milk depot or the store is fairly long, and the distances between stops are long enough so that the speed of the motor-car enables it to do the work of two or three horse-drawn wagons, it is unlikely that it could be used to advantage. A man to drive and a boy to make deliveries would be needed, whereas a horse soon becomes acquainted with a route and will start and stop himself, and walk from house to house without the driver even mounting to his seat.

In department-store work, however, the motor-wagon is unquestionably successful, so much so that some of the large New York and Chicago stores rely on it altogether, and operate "fleets" of from thirty to one hundred. Some of the electric wagons cover daily suburban routes of from fifty to sixty-five miles, making from 75 to 150 deliveries, at a total average expense, including all items, of from 5 to 10 cents per package.

A careful record of a half day's work of a 1,500-pound capacity electric wagon in the service of a Chicago dry goods store is summarized as follows: miles traveled, 18; stops, 40; deliveries, 55; parcels delivered, 72; running time, 1 hour 7 minutes; standing time, 1 hour 48 minutes; approximate cost per package, 5 to 6 cents. Two boys accompanied the driver to carry the packages into the houses.

It has been found that there is great variation in the cost of deliveries as made by two stores in the same kind of trade and

(*Continued on page* 90)

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The World's Most Famous Non-Skid Tires

The Nobby and Chain tread tires are unquestionably the most remarkable and the most widely used non-skid tires ever offered to motorists.

The Nobby Tread was the first successful non-skid tire to be placed on the market and proved a positive revelation to motorists who had been experimenting with the types previously offered.

It can be literally said that this tire in one year's time converted the American motoring public to the use of non-skid tires.

Our Nobby Tread output was doubled, tripled, quadrupled, until today it is a known fact that Nobby Treads are used on more cars throughout the world than all other non-skid tires put together. And the Chain Tread, (the most remarkable *popular-priced* tire ever offered,) although placed on the market only a short time ago, has met with similar instantaneous success.

Look about you and you will see a confirmation of this in the tire tracks on any roadway in the country.

Ask any good dealer, and regardless of what tires he is now selling, he will, if unprejudiced, be compelled to admit the supremacy of these two tires in the non-skid field.

And the plain commonplace reason back of it all is this: The motorists of the country wanted a tire that would combine effective skidding protection with absolute tire economy. The Nobby and Chain tread tires are the *only tires ever produced which satisfactorily meet this demand.*

You ought to try one or the other of them on your car during the present "skiddy" winter season.

UNITED STATES TIRE COMPANY
NEW YORK

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The Test of Winter

Put a motor oil to the supreme test, use in winter weather, and you can judge well of its quality. It will break down then if ever.

Many fairly good oils that give fairly good service in summer fail utterly under the extreme conditions of winter. They congeal, grow "lumpy," lose their power of lubrication.

TEXACO MOTOR OIL

is not a fair weather oil. It gives as good service in winter as in summer. It gives *maximum power* with *minimum consumption*, and *without carbon deposit.*

There is a reason for this. Texaco Motor Oil shows a zero cold test. It will not congeal at that temperature. It is practically unaffected by cold. Look for this quality in the oil you buy. Buy Texaco and you won't look far.

Nearly all good garages and supply shops sell Texaco Motor Oil in 1 and 5 gallon cans. Inquire at yours.

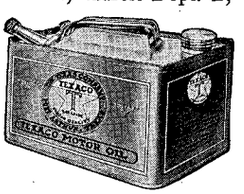
For a booklet, "Maintaining a Motor Car," that may help you with some of your motor troubles and that will enable you to identify any car you meet on the road, address Dept. B, 4 Washington St., New York

When Touring, Look for This Sign

THE TEXAS COMPANY
HOUSTON NEW YORK

Branch Offices:

Boston	St. Louis	New Orleans	Pueblo
Philadelphia	Norfolk	Dallas	Tulsa
Chicago	Atlanta	El Paso	



UHL ART STEEL Typewriter Table and Cabinet

15 DAYS' FREE TRIAL

Saves Time, Space, Rent and Materials and Increases Efficiency

DESCRIPTION: This stand occupies only 4 square feet as compared with the 10 square feet taken up by the old-style desk. Rigid steel frame, absolutely indestructible. Ample space for full week's supply of stationery, but no drawers to gather hairnets, used ribbon, odds-and-ends, gum, lunch remnants, etc. Always clean. Wood platforms—silent under operation. Turning a simple lever draws up the casters, changing it from the easiest moved of all stands to the most rigid and immovable. Sides fold up, steel top rolls down and locks. It is

100% PRACTICAL

Write us on your business stationery for our 15 day trial offer. We fill orders through our dealer or through yours if we have none, providing you will give us his name. If not satisfactory after *15 days' free trial our dealer will buy it back at the full price.*

The Toledo Metal Furniture Co., 2235 Dorr St., Toledo, Ohio

Warning! Beware of imitations. Insist on the original "Uhl" cabinet, perfected by years of experience. Look for our name.

Office Supply Dealers who will handle the line, write us for a special proposition.

MOTOR-TRUCKS AND CARS

(*Continued from page* 88)

operating cars of the same general size and type. Both keep careful cost and performance records. In one case the per package cost is six cents, and in the other ten.

This emphasizes two points that must be kept in mind: first, that the right vehicles must be selected for the service, and second, that they must be used and cared for intelligently. This means purchase of just enough vehicles of the correct kind and size to do the work most economically; a businesslike transaction with a manufacturer or dealer who conducts his business on a commercially safe basis, and is consequently likely to remain in business as long as the vehicles last; sensible garaging of the machines entirely separate from horse equipment; experienced, reliable superintendence; regular and thorough inspection, adjustments, and cleaning; and careful driving, with positive prohibition and prevention of overloading and overspeeding.

As between the gasoline-truck and electric vehicle choice ought to favor that type best suited to a given service. Just as there are steam-locomotives and electric engines in railroad service, so there probably will be gasoline and electric-power wagons for many years to come. A simple rule to bear in mind is that gasoline-trucks and wagons are best adapted to long hauls over poor or indifferent roads, while electrics are, generally speaking, built for use on paved streets and for limited daily mileage. Size for size, it costs less to use the latter, and they have a longer life because of the easier service. Gas cars, on the other hand, can be run over any kind of road and operated continuously, if emergency requires, for twenty-four hours in a day, without any delays for replenishment of fuel.

There are as great money-saving and money-making possibilities in an efficiently managed haulage or delivery service as in any other branch of a business. Any reputable motor-truck maker will gladly give advice on how to get the best results with motor equipment, and it is safer for any one who has had little or no experience with such machines to follow such advice than to "go it blind."

THE COMING MOTOR-TRUCK SHOW

The opening of the second part of the New York motor show, the same being devoted to trucks, the date of opening being January 20, and the duration one week, it is believed will be coincident with the beginning of the most notable year thus far known in the commercial-vehicle industry. The two exhibitions in the Madison Square Garden and the Grand Central Palace follow immediately after the closing of the pleasure-vehicle exhibitions in the same places.

In 1913 motor-trucks will be employed in greater numbers in the retail trade, beginning with the large department stores, which will use them for delivery purposes, and extending to butchers, grocers, bakers, and for small merchandise in other lines of trade.

Notable in the exhibition will be the number of light motor-wagons and trucks of new designs, sold at medium and low

(*Continued on page* 92)

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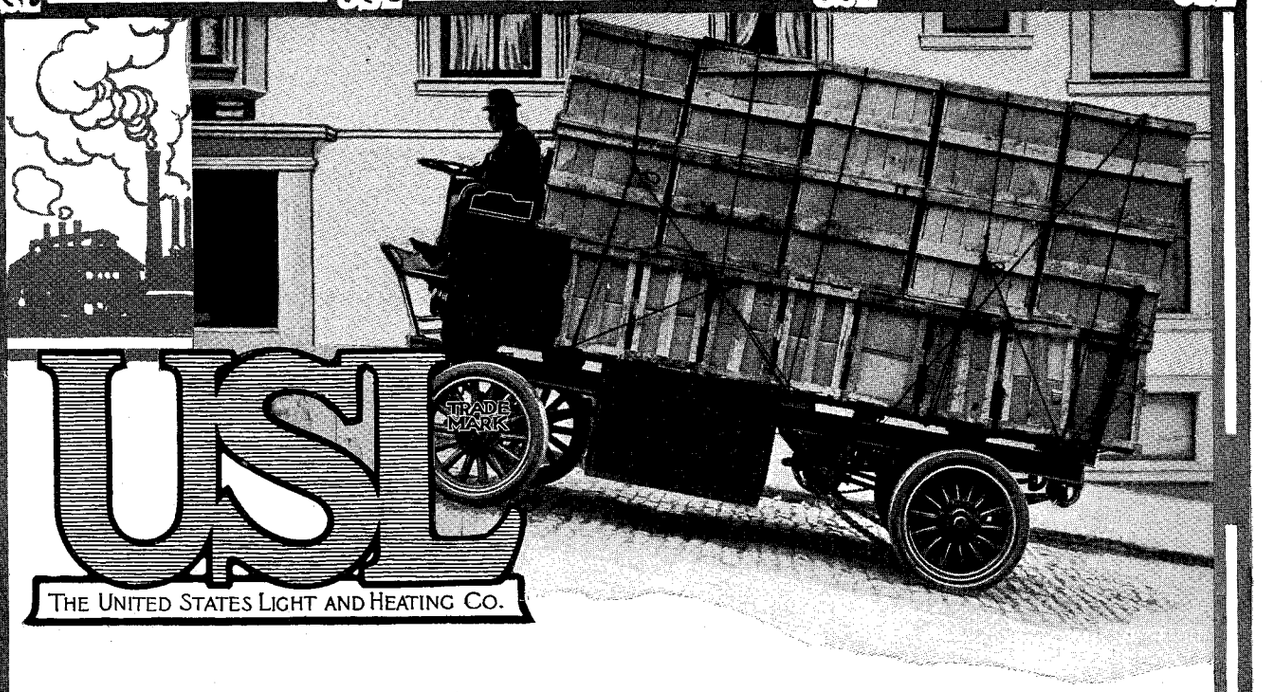


How the U-S-L Storage Battery Converted a City of Hills

PITTSBURGH is known as one of the hardest communities in the country on electric vehicles. Two or three years ago transportation by this means was regarded as impracticable in that city on account of the hills and general traffic difficulties.

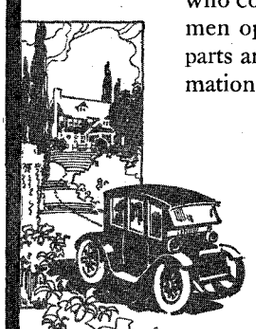
The people had to be shown. The **U-S-L** Storage Battery did it. By its remarkable power maintenance and sustained voltage capacity it *proved* to Pittsburgh that, with the *right* battery, electric transportation is the economical, dependable and clean method for either commercial or pleasure uses.

The result was that last year hundreds of electric vehicles were sold in the Smoky City and 75% of them were equipped with **U-S-L** Batteries. In spite of the number and steepness of the hills and rough streets, these batteries are giving 65 to 70 miles on a charge, with far longer life than the ordinary battery gives under such conditions. Users consider that the **U-S-L** Battery is about 25% more efficient than any other battery on the market.

This Pittsburgh story is one of the greatest reasons in the world why you should *specify* that your electric truck or pleasure car be equipped with **U-S-L** Batteries. On all renewals get **U-S-L** plates. A battery that makes good on hills makes good on the level.

U-S-L Service

stands back of every installation, bringing the services of trained experts, who co-operate with users to secure maximum efficiency. These men operate from stations in eight principal cities, where spare parts are always on hand. Write us or use the coupon for information.



The U. S. Light & Heating Company

General Offices: **30 Church Street, New York**

Factory: **Niagara Falls, N. Y.**

Branch Offices and Service Stations:

Chicago New York Boston Cleveland Buffalo San Francisco Detroit St. Louis

Manufacturers also of the **U-S-L** Electric Starter and Lighter for Gasoline Automobiles.

The United States Light & Heating Company
L.D. 1-11-13 **30 Church Street, New York, N. Y.**

Gentlemen—Please send me the U-S-L Bulletins checked below:

- ☐ 1. Power for Electric Vehicles—Pleasure and Commercial.
- ☐ 2. Electric Light for Railroad Cars.
- ☐ 3. U-S-L Storage Batteries for Stationary Service.
- ☐ 4. U-S-L Storage Batteries for Independent Electric Lighting.
- ☐ 5. U-S-L Electric Starter and Lighter for Automobiles.

[NOTE—With the bulletins will go forward the U-S-L Book illustrating and describing the U-S-L facilities, service and products.]

Name.....

Street.....

City.....State.....

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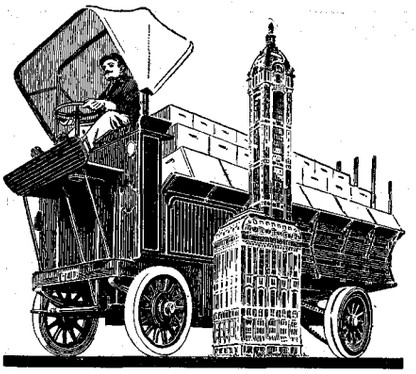

If the Electric Trucks in the service of a *single* New York concern were loaded and placed one above the other they would make a column higher than the famous Singer Building, tower and all.

The Horse Must Go

The faithful but inefficient horse is passing. Horseflesh is high—feed is expensive—stabling and insurance are costly. The Electric never gets tired or sick, never slips or falters, but works quietly and quickly every day.

The Electric Has Come to Stay

Just think—the Adams Express Company owns over 250 Electric Vehicles. The Ward Corby Company, of New York, has 214, the New York Edison Company has 107, the New York Transportation Company has 125 cars, and so on down the list of successful businesses in all lines everywhere.

58 Concerns Own 2292 Electrics

In March, 1912, 58 concerns in the United States were operating an aggregate of 2292 Electric Vehicles valued at $8,000,000. When 58 shrewd, far-thinking concerns own an average of nearly 38 Electrics each, it is time for *you* to investigate. Upon request we will gladly send you interesting literature about Electric Commercial Vehicles. Write to-day.

Public interest and private advantage both favor the Electric

ELECTRIC VEHICLE ASSOCIATION of AMERICA

NEW YORK: 124 West 42nd St.
BOSTON CHICAGO

(53)

MOTOR-TRUCKS AND CARS

(*Continued from page 90*)

prices, in order to meet the needs of many retailers who have not heretofore been able to purchase motor-trucks because of the expense. Some of the large manufacturers will make these light wagons and trucks in such numbers as to bring the cost down to a low point. It is thus to be seen that what has overtaken the motor-truck business resembles strongly the early experience of the pleasure-car industry, which also felt itself forced to manufacture in large quantities several types of low-priced runabout and touring cars. As is well-known, the success of those manufacturers who went into low-priced pleasure-cars have been perhaps the most notable successes achieved by any of the makers.

It is believed that at least forty out of about seventy exhibitors will have at the two shows trucks of the 1-ton capacity or less, with several having a capacity of 1,500 pounds and 1,000 pounds. Cars propelled by electricity as well as gasoline will be offered. The exhibitors of accessories meanwhile will probably number 200. Both buildings, it is expected, will be entirely filled with exhibits. No other industry has ever presented so large an exhibition as the automobile industry gives this year. Indeed, it is believed that the exhibitions this year will be more than twice as large as any exhibition heretofore given by any industry. The truck show will be of about the same size as the passenger-car show. This is remarkable evidence of the strides made by trucks. In former years the truck exhibitions were much smaller than the pleasure-car exhibitions. About twenty exhibitors of trucks who never before exhibited in the East will be represented this year. Some of these are makers who exhibit now for the first time anywhere.

MOTOR-VEHICLES USED IN RAILWAY CONSTRUCTION

It is noted by a writer in *The Railway Age Gazette* that the use of motor-vehicles for inspection purposes in railway construction and for carrying small gangs of men engaged in maintenance work by roads already built "is proving economical on many roads." It has been found that the saving in time thus effected "more than offsets the higher first cost and the added cost of fuel and maintenance." For inspection work the motor-car has proved its superiority over the horse-drawn vehicle "in spite of the higher cost per hour of the automobile." These results have been figured out with reference to rented cars only. It is believed that even greater economy might be shown if a railway owned and operated its own cars. The writer says further:

"In addition to increasing the saving, the owning of such cars has other advantages. When facilities are available for quick trips, inspections will be made more frequently than when it is necessary to hire a livery rig for each trip; and frequent inspection is always an advantage. An automobile can be used to take out new men for the resident engineers' parties and to transfer these men from one party to another to handle temporary emergency work rapidly. It can bring small parts for the repair of instruments and contractors' machines, which in some cases may prevent delay to a portion of the work. It can be used to collect road commissioners or members of village boards to see some road-crossing or piece of property about which a dispute has arisen. Such a treatment of local authorities does much to facilitate the work of building a line by securing prompt settlement of controversies and helps maintain good feeling among the residents, which is an important asset for the completed road.

"Altho the practise of supplying automobiles to engineers is not general, or even common, it is being followed in some cases. On one large terminal job the company has bought two machines for the use of its engineer. On another large piece of suburban line work the engineer in charge was furnished an automobile which enabled him to reach any portion of the work in less than half the time required on electric cars. An eastern road which is carrying on extensive line revisions provides its construction engineer with an automobile to enable him to get over the work quickly. In some cases where the railway company does not supply an automobile the engineers themselves own their cars, the company paying for their use. One division engineer on a central road in charge of 60 miles of new construction bought a 4-passenger car under an agreement with the company that, in view of the advantage the car was to him in handling the work, it would pay the total upkeep bill, including fuel, oil, garage storage, renewals, and repairs. As it was only necessary to cover the line once or twice a week, there were many days when the machine was not needed, and by an arrangement with the garage manager the car was often rented for special trips, the revenue from this source during the year that the work was under way being almost enough to cover the depreciation in the value of the car when it was sold again. By this arrangement the division engineer was able to keep his headquarters in a small city at one end of the line rather than in a temporary camp, which would otherwise have been necessary. The cost to the company was no greater than would have been the livery bill if he had hired a team for each inspection, and the inspections were made more frequently and more effectively than would otherwise have been the case.

"Large contractors are quite generally providing their own automobiles and using them to get over their work when conditions make this possible. One contractor has found that on work scattered over a considerable distance he can eliminate several timekeepers by giving one man a motorcycle and letting him cover all the work. Motorcycles have also been used to a limited extent by resident engineers, in most cases the men owning their own machines."

POTENT FACTS ABOUT MOTOR-TRUCKS

At the beginning of last year it was estimated that the number of motor-trucks and delivery-wagons in use in this country was about 30,000. This was twice the number in use the year before. The prediction is now made that at the present time the number of such vehicles in use in this country is 50,000. As to the output for the new year there is a difference of opinion. One element in the uncertainty is that many makers can regulate their output in accordance with the demand, and hence estimates made at the beginning of the year may readily be affected by changes later in the season. Judging from the rate of increase in the past, however, it is believed that the output will reach something in the neighborhood of 50,000 vehicles.

(*Continued on page 94*)

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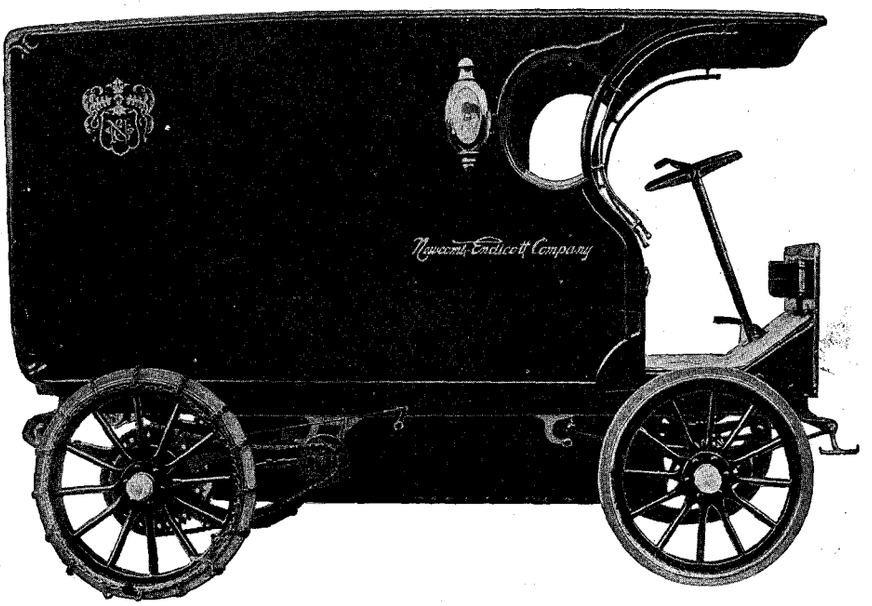
THE Detroit ELECTRIC

COMMERCIAL VEHICLE



THIS COMPANY HAS SUCCESSFULLY EMPLOYED THESE CARS FOR TWO YEARS

— IN YOUR RETAIL BUSINESS —

How Many Stops per Day Does One of Your Horse Delivery Vehicles Make on an Average?

An investigation will probably show about one hundred and fifty package deliveries per day per team.

We will not draw any comparison between the effectiveness of this car as compared with horse delivery wagons. Such comparisons are now superfluous after hundreds of Detroit Electrics have unquestionably proven their superiority.

Now consider the kind of labor required to man a Detroit Electric. One of those horse drivers is all that is needed. In forty-eight hours, he can master all of the simple things he need know to successfully handle the car.

Consider also a Detroit Electric's reliability in performance. Figuring three hundred working days per year, we can produce proof showing scores of cases where these cars have been on the job over 98% of the time.

Remember also that you can figure absolutely, with Detroit Electrics, the cost per mile of operation, per package delivered, or per any way you wish. Simple instruments on each car are infallible evidence of mileage traveled, current consumption, etc., for any length of time you wish to have it.

And, finally, remember that the Detroit Electric is not a car whose structural endurance throughout is hampered by carrying a battery of the "constant-attention" and "expert-care" variety. The car is designed exclusively for the Edison Nickel and Steel Battery, that current-storing agency which is built on the assumption that the great majority of users will not be graduate experts in electrical science. This battery is guaranteed to deliver its rated capacity at the end of four years of service anywhere, regardless of the mileage it may develop in the meantime.

Information in the shape of catalog and other data can be had at any time by simply requesting it.

ANDERSON ELECTRIC CAR COMPANY

450 Clay Avenue, Detroit, U. S. A.

BRANCHES:

Boston	New York - - - -	Broadway at 80th Street
Brooklyn		
Buffalo		
Cleveland	Chicago - - - - -	2416 Michigan Avenue
Evanston		
Kansas City		
Minneapolis		

Selling representatives in most leading cities

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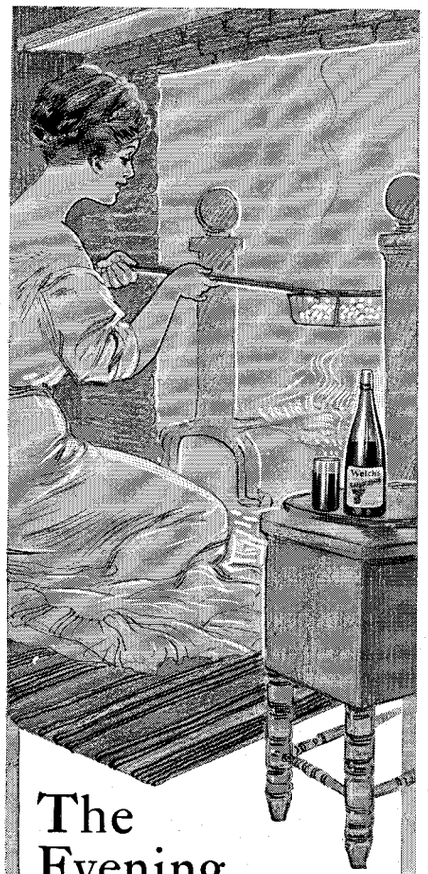

The Evening Beverage

Welch's brings back the autumn days and makes the long winter evenings cheerful when you gather about the fireside or the reading table. It holds the perfect October richness and ripeness of the finest Concord grapes. It fits right in with popping corn, cracking nuts, making candy and all the other fun of the old and young folks.

Welch's

"The National Drink"

For the luncheon, dinner or reception in your home, or for the entertaining days of your club Welch's is a zestful and distinguishing feature.

Do more than ask for "Grape Juice"
Say Welch's and GET IT

Order a case and keep your home supplied. If unable to get Welch's of your dealer we will ship a trial dozen bottles, express prepaid east of Omaha, for $3. Sample bottle, mailed, 10c. Write for our free booklet of recipes.

The Welch Grape Juice Company
Westfield, N. Y.

Welch's, The National Drink, is recommended in the Westfield (Mass.) Book of Pure Foods.

MOTOR-TRUCKS AND CARS

(*Continued from page 92*)

While these figures are much below those for pleasure-vehicles, they indicate percentages of increase greater than pleasure-vehicles have shown. Moreover, there are more makers of commercial cars in business than there are makers of pleasure-cars, the number having reached somewhat more than 300 companies. It is believed that, at the New York and Chicago shows of January and February, at least one-half of these makers will be represented. Further facts pertaining to this subject have been officially compiled as follows:

"Motor-vehicles are used for industrial, municipal, commercial, and federal purposes by more than 250 distinct lines of business. More than 4,000 are operated in New York City and more than 2,000 are registered in Chicago.

"The total average cost of operation and maintenance of gasoline machines ranges from about $8.50 per day for a 1-ton truck to $18.50 a day for a 10-ton truck. The average for electric vehicles is approximately two-thirds of these figures, but their mileage is proportionately less. It costs a little more than $5.50 a day to keep and use a 1-horse outfit, and $8.50 a day for a 2-horse team, but a horse or team can not average more than fifteen miles a day against from fifty miles for a 5-ton motor-truck to 100 or more for a 1-ton truck.

"The actual cost per ton-mile of hauling with horses in the city is from 14 to 18 cents with a double team, and from 20 to 35 cents with a single horse. The cost per ton-mile with motor-trucks, all items of overhead expense included, is from about 7 cents for a 5-ton truck to 11⅓ cents for a 1-ton truck. In department-store work with electric vehicles the cost of delivery varies from about 4 cents to 10 cents per package.

"The lower cost of doing work with power wagons is, however, only one of the principal advantages realized from their use. Their increased speed and mileage capabilities enable a store to reach out into new territory too far to be served by horse delivery, and to gain new customers by the quicker service.

"Few persons have any idea how rapidly gasoline and electric delivery-wagons and trucks are coming into use throughout the country. In Massachusetts the registrations increased from 2,189 on September 1, 1911, to 3,560 on the same date in 1912—an increase of 1,371, or 62½ per cent. In Washington, D. C., there are now 500 motor-trucks and wagons where a year ago there were 218, and in Los Angeles, California, where there were 70 a year ago, there were nearly 1,300 on November 1, 1912, an increase of more than 1,700 per cent. There has been a 120-per-cent. increase in Chicago in the last year, with 2,094 trucks registered in September as compared with 800 registered in May, 1911.

"Express companies, contract delivery and transportation companies, storage warehouses, department and dry-goods stores, city fire, police, and street departments, brewers and coal dealers, are especially active just now in placing large orders for motor-trucks. The Adams Express Co. is operating 485 motor-wagons in different cities, and the American Express Co. uses 352. Altogether, the five leading express companies have 968 in service. Other large fleets are the New York Edison Co.'s 104, Gimbel Bros.' 100, Jacob Ruppert Brewing Co.'s 81, Western Electric Co.'s 63, Texas Oil Co.'s 53, Jas. A. Hearn & Co.'s 73, Peter Doelger's 57, Burns Bros.' 21 10-ton coal trucks, and many others that might be enumerated.

"All of the new models of the best makes of trucks, incorporating such recent improvements as self-starters, demountable and automatic dump-bodies, left side steer and center control, differential locks, worm drive, shaft drive in electric vehicles, sealed speed governors, spring-supported power plants, demountable tires, and so on, will be brought together for easy inspection and comparison at the Chicago Automobile Show, the second week of which, from February 10 to 15, is reserved for the exhibition of commercial cars and accessories exclusively."

TRADES THAT SHOW AN INTEREST IN TRUCKS

An attempt was made at previous motor-truck shows to compile statistics showing the distribution among various trades of the men who were interested in the shows. In order to arrive at figures that were trustworthy, a tabulation was made of all the responses received to the invitations to attend last winter's shows in New York and Chicago. The invitations were sent to about 40,000 companies, distributed over the country through New England, the Middle and Middle Western States. Few of these companies had a financial rating of less than $50,000. These ratings were carefully looked into in order that the invitations might go only to companies that were able to buy trucks and delivery-wagons.

The responses received numbered 7,500, and came from persons engaged in 225 distinct lines of business, including manufacturers, jobbers, wholesalers, retailers, and commission merchants. In order to arrive at totals for different trades, that would have some special significance, certain broad groupings were made by which these 225 lines of business were comprehended under a few headings. Following are the groupings in which are contained the largest number of persons making replies:

Building and contracting trades	482
Metal and hardware trades	392
Grocery trades	306
Machinery and tool trades	276
Light, heat, and power companies	255
Dry-goods and clothing trades	253
Furniture, beds and bedding, carpets, rugs, and house furnishing	223
Brewing, and liquor trade	219
Expressing, teaming, etc	214
Coal and wood	205
Printing, publishing, and allied trades	176
City governments	155

Comments have been officially made on these lists by the compilers of them. "City governments," for example, were represented in the replies by mayors and members of councils, by fire and police commissioners, and by other department heads. Besides the "light, heat, and power companies," represented by 255 replies, there were 75 steam railroads and many telephone companies Other comments are the following:

"That the trades which have been most dependent upon horses heretofore are deeply interested in the motor-truck is shown by the fact that 407 teaming, storage and moving, expressing, delivery, wagon and carriage, hay, grain and feed, and harness companies are listed. However, the building and contracting trades lead, with the metal, metal manufacturing, and hardware trades well up toward the top of the list.

"The number of companies represented in any particular trade is not necessarily an indication of the exact relative interest

(*Continued on page 96*)

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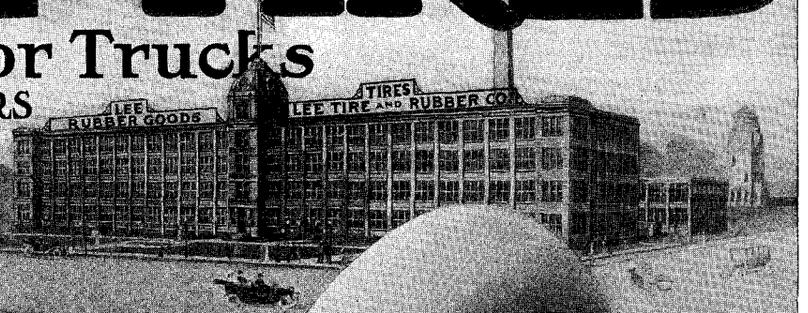
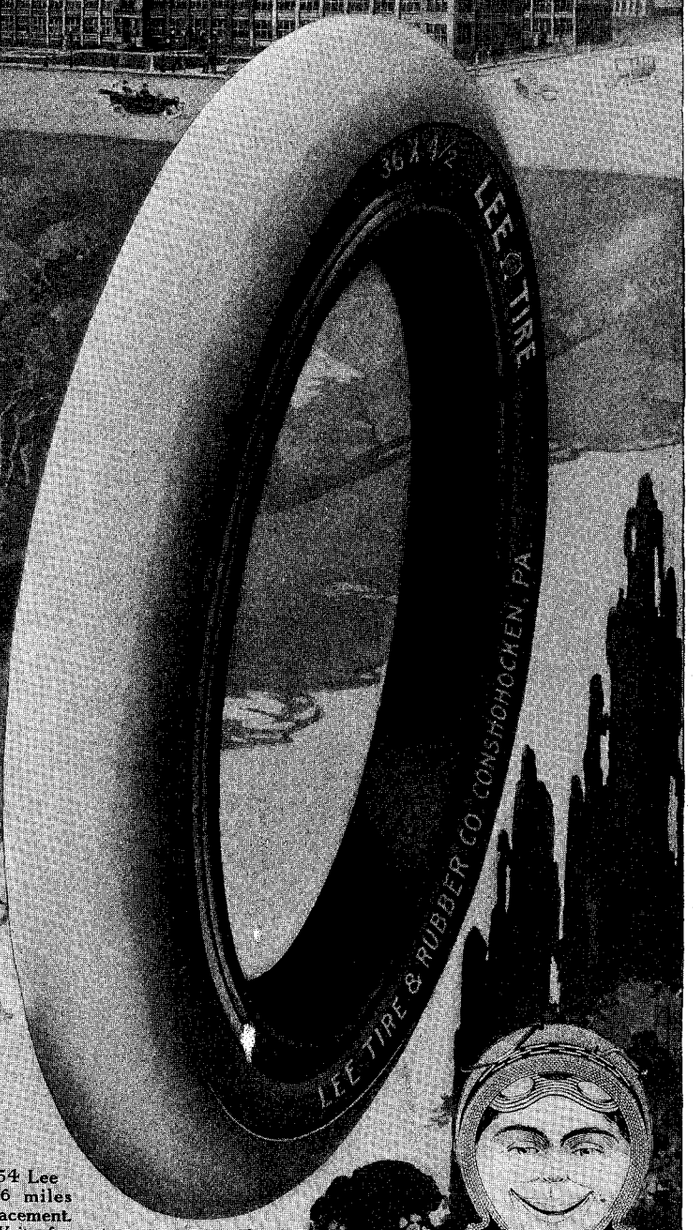
LEE TIRES

for Motor Trucks & PLEASURE CARS





Pneumatic
—resilient
—puncture-proof

Under the "tread" and its cushion—armor-protecting and reinforcing the Tire body—is imbedded an impenetrable shield of copper-plated, tempered steel discs, fabric-backed in triple series. These discs overlap without touching, and are vulcanized to the rubber so perfectly that frictional heat is impossible.

327,007 miles—not a puncture

is the service one truck user reports from 54 Lee Puncture-proof Tires. An average of 6056 miles per tire—without a single inner tube replacement. Tire service like this is worth looking into! Write for our booklet 4 at once!

Smiles at Miles

Lee Tire & Rubber Co.
CONSHOHOCKEN, PA.

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Try This Pipe Tobacco and Be Happy

Edgeworth Brings Delight to Many Thousands Daily—Why Not You?

Sliced Plug or Ready-Rubbed —Either way you want it

You will find Edgeworth Tobacco to be just what you've always wanted in a pipe-smoke. Try it and be delightfully surprised. It will be your dream-smoke *come true.*

EDGEWORTH
EXTRA HIGH GRADE
Ready-Rubbed or Sliced Plug
Smoking Tobacco

It is the finest Burley-leaf the ground can yield. There's *never* a bite for the tongue. The aroma is tempting—the flavor captivating.

We're so sure of "Edgeworth" that we GUARANTEE it—and will refund the purchase price if you are dissatisfied. Edgeworth READY-RUBBED in 10c and 50c tins, everywhere, and in handsome $1.00 humidor packages. Edgeworth Sliced Plug, 15c, 25c, 50c and $1.00. Mailed prepaid if your dealer has none.

"The Pipe's Own Story," No. 1, Free

Just published—a most fascinating story, told by a Pipe itself—the first of a series of "Pipe Tales." It's a booklet every smoker will enjoy. You will want the whole series. Write us today, for "The Pipe's Own Story," No. 1, and we'll mail it to you free of charge.

LARUS & BROTHER CO.
(*Established 1877*)
Also manufacturers of Qboid Granulated Plug Smoking Tobacco
5 South 21st Street, Richmond, Va.

BROWN'S Bronchial TROCHES

For Hoarseness

Never fail to promptly relieve loss of voice, coughs, sore throat. Invaluable to public speakers and singers.

25c, 50c, $1.00. Sample Free.

JOHN I. BROWN & SON Boston, Mass.

MOTOR-TRUCKS AND CARS

(*Continued from page 94*)

of that trade in commercial motor-vehicles, nor of its probable absorbing ability during the coming year. These are dependent upon the proportion borne by the number represented in the list to the total number of companies in each trade in the territory tributary to the shows and the average number of trucks operated by the truck-owning companies in that trade. For example, the probable demand for power vehicles by the 123 department stores would greatly exceed the demand by the 176 printing and publishing companies or the 117 storage and moving companies.

"In the entire United States there are 4,700 department stores, of which 123, or about 1 in 38, are represented in the show list; there are 989 storage warehouses in the country, of which 78, or 1 in 12, responded to show invitations; and there are 26,500 printers and publishers, of whom 133, or 1 in 200, responded. But, whereas a storage warehouse, or printing and publishing house of the largest size might buy half a dozen motor-trucks, a department store would require nearly half a hundred."

A TRUCK BUILT BY SING SING PRISONERS

The authorities at Sing Sing prison took up in 1910 the question of using motor-vehicles, one result of which has been that convicts for two years have been at work building a machine themselves by hand. It is of simple construction, and has a capacity of eight cubic yards, with a dumping body. *The Automobile* describes it as follows:

"The truck is constructed of steel, has a body with a mean capacity of five cubic yards water measure, but when fully loaded carries eight cubic yards, and is so constructed that the top of the sides is of a reasonable height, permitting easy loading. It has a cover of a new design which is dust-proof and which will confine odors during transportation. This cover is easy to operate, is in sections, having a number of doors, only one of which can be opened at one time, and which will not interfere with the loading. The doors operate easily. This cover really does prevent dust being blown about in the loading operation, which is the great nuisance attending the use of open or partly open carts.

"The body of the truck is dumped by a peculiar mechanism which permits it to be completely and speedily emptied because it raises the body to a perpendicular position. This raising mechanism is composed of a worm-and-sector gear, here used for the first time in connection with a dump-cart. This device is not only effective, but it is the safest possible, because it has a safety-device locking the body while being raised, so that there can be no injury by the fall of the body, and is so arranged as to stop when in exactly the right position for dumping, be held perpendicular for the dumping, and then be lowered.

"This makes the operation of dumping completely automatic and independent of the driver, which meets the requirements usually made for such a device of being foolproof. It is a stanch machine, simple in construction, and with little danger of getting out of order, even in inexpert hands."

TOURING-CARS AND TRUCKS IN PORTO RICO

Vehicles ranging from touring-cars to motor-buses and 5-ton trucks, some of the buses and trucks being convertible, are

(*Continued on page 98*)

6% Bonds

We offer, subject to sale, at a price to yield nearly Six per cent, Extension and Refunding Mortgage Bonds of the Inland Steel Company, with plants at Indiana Harbor, Ind., and Chicago Heights, Ill., and ore mines in the Mesaba and Cuyuna ranges in St. Louis County, Minn.

The record of the company shows excellent and successful management, its $8,000,000 capital having a market value of over $17,000,000. For the years ending December 31, 1910, 1911 and 1912 (December, 1912, being partially estimated,) the net earnings, after providing for exhaustion of minerals and depreciation reserve, applicable to bond interest and dividends averaged $1,477,131.

This issue should appeal to conservative investors. For price and special circular address Bond Department.

First Trust and Savings Bank

Chicago, Illinois

Jas. B. Forgan
President
E. K. Boisot
Vice-Pres.

Capital and Surplus $6,000,000.00

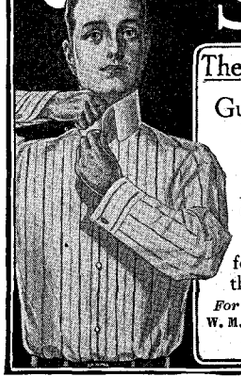
This bank offers for sale choice railroad, municipal and corporation bonds, purchased primarily for our own investment. Monthly circular will be sent on application.

TRY IT YOUR SELF FOR 10 DAYS WITHOUT DEPOSIT

If not satisfactory, return it. Daus Improved Tip Top Duplicator with "Dausco" Oiled Parchment Back negative roll is the result of 27 years' experience, and is used and endorsed by thousands of business houses and individuals. 100 copies from pen-written and 50 copies from type-written original. Clear, clean, perfect. Complete Duplicator, cap size, price $7.50 less discount 33 1-3 per cent. net **$5**

FELIX P. DAUS DUPLICATOR CO., Daus Bldg., 111 John St., N.Y.

The Emery Shirt



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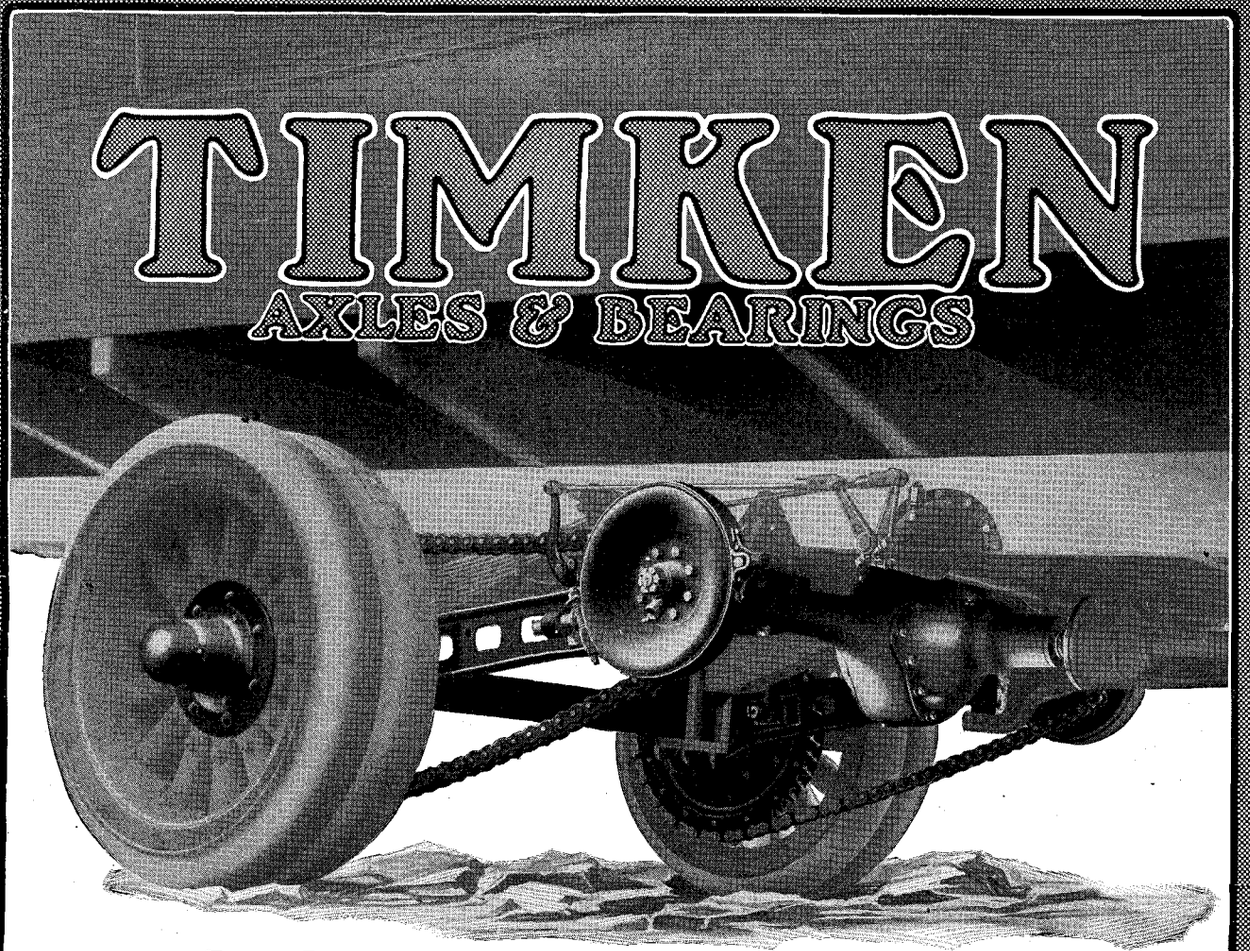
TIMKEN
AXLES & BEARINGS



Look Beneath the Motor Truck

WATCH the axles of the giant motor truck as it rumbles by, over the rough roadway.

It swerves about other vehicles, bumps across car-tracks, jolts over cobblestones. The great load bears with grinding force first to one side, then to the other.

Truck tires are solid, truck loads are heavy. Engine and transmission are attached solidly to the frame and ride smoothly on the powerful springs, but the axles and their bearings get every bit of the tremendous pound and vibration.

A five-ton truck itself weighs about 8,000 lbs.; its load 10,000 more. The whole of this immense weight is supported by the spindles of the front and rear axles.

In Timken-Detroit Axles (sizes for 5-ton work) the front spindles are 2 5/8 inches, the rear spindles 3 3/8 inches, in diameter. And Timken-Detroit are the strongest axles made.

Regard for a proper factor of safety decrees that the spindles shall not be smaller or lighter. Years of actual service show that they need not be heavier.

Think how good the steel must be, how carefully selected, machined, heat-treated and ground to carry that 18,000 lbs.!

Only long years of experience and the concentration of an entire great organization on axle-building can develop the knowledge of how to make axle spindles that are good enough for heavy commercial-car service.

The 18,000 lbs. rest, too, on the bearings that fit over the axle spindles—two bearings on each spindle, eight in all. And in a Timken-Detroit Axle these are Timken Tapered Roller Bearings, that carry the load along their whole length, not on mere points as ball bearings must.

So the 18,000 lbs. rest really on the rollers, and not on all of them either, because only one-fifth of those rollers are under the load at any one time. Actually 18,000 lbs. on 24 rollers —an average 750 lbs. to the roller—twice that on some—and the rollers average 5/8 of an inch in diameter.

And mere weight isn't all—isn't even half. Hammer blows due to jolting over rough roads, and side pressure when corners are turned often exceed weight! The bearings are constantly meeting all of them at once!

Yet even this is not all! It is only what the axles and bearings meet under ideal conditions. What about emergencies? Careless driving, overloading, the hundred and one *extraordinary* stresses that the truck *must* meet, and meet every day.

You can't count on your driver as you could on yourself. You can't be sure he won't travel at excessive speed, take chances, cut corners, back too hard against the curb.

Axles and bearings have to meet these *emergency* requirements. They are inevitable in motor-truck service. They must be anticipated in truck axle and bearing design.

That's why, with succeeding years, there has been steady development in truck axles toward the Timken ideal of surplus strength for emergencies.

From long experience, minutely tabulated, Timken engineers have discovered the points in axles where extra strength is required.

And Timken engineers are backed by two great Timken production organizations that live up to their exacting specifications. Organizations of men whose whole hearts are in the work of building the best possible axles and bearings for use in motor trucks and pleasure cars.

Look then beneath the loaded truck as it goes about the streets, watch the axles at work, think of the bearings hidden in the hubs, and you will gain a new appreciation of the intricate problem of good truck axle and bearing construction.

Get the whole interesting story of axles and bearings by writing to either address below for the Timken Primers, C-3 "On the Care and Character of Bearings," and C-4 "On the Anatomy of Automobile Axles."

THE TIMKEN-DETROIT AXLE CO., DETROIT, MICH.
THE TIMKEN ROLLER BEARING CO., CANTON, OHIO

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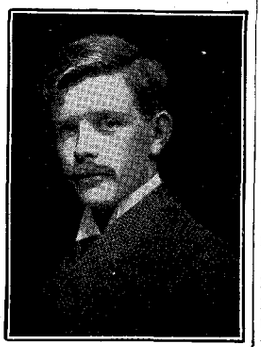
The man who is "Always Tired-Out" will soon be worn out.

If the day's work fags you—

If an ill-chosen meal upsets your digestion—

If a sleepless night spoils the next day—



Then you are *not normal*, but are below par, unnecessarily, yes, and shamefully.

You were given a body that had an abundant *reserve fund of energy* to draw upon in just such hours of need.

The Thompson Course

of Exercise is a rational, pleasant and easy means of securing and maintaining that reserve power which your body originally had and which you have dissipated by unthinking neglect.

My Course is different from any other treatment in that it benefits (by natural movements scientifically applied) the *governors* of the bodily machine, i.e., the lungs, heart, stomach, intestines, etc. All these are *muscles* and can be strengthened by proper exercise. Yet it is an amazing fact that until my Course was evolved, no systematic treatment existed that was based on this axiomatically natural method.

The clearness of your mind, the strength of your nerves, your hopefulness and joy in living, all depend on the tone and vigor of your vital organs.

I offer you something that will benefit every inch of your body and your brain through every minute of your life, and I offer it on free-trial terms that make it impossible for you to lose a penny.

Are you interested enough in making yourself a normal human being to send for and read my book, "Human Energy" (sent free and postpaid)? You will find it very startling yet obviously true.

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3 Shirts for Men Made to Measure $5.00

I guarantee the fit and satisfaction absolutely, if not, I will return your money.

There will be no wrinkles across the front nor any pulling at the shoulder as in ordinary "ready-made shirts."

"Just a good fit all over."

200 samples to choose from, Percale Oxford and Madras.

Write for package of patterns and self-measuring blanks—no obligation on your part.

I prepay charges all over the United States.

References: Any bank in Troy.

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TROY, N. Y.

MOTOR-TRUCKS AND CARS

(*Continued from page* 96)

declared by *Motor Age* to be playing a big part in the passenger-transportation problem in Porto Rico. An important item in the problem has been the good roads of the country. These have made possible a rapid development of motor traffic. Porto Rico has only two railroads that give passenger service, and these serve only a small part of the island. In these circumstances the motor-car "has taken the place of the locomotive." By motor every section of the island has become accessible. *Motor Age* says in detail:

"From San Juan to Ponce, the two principal cities of Porto Rico, there is a railroad. This road runs around the west coast connecting with all the important cities of that section. From San Juan another railroad runs into the interior to Caguas, 36 kilometers away, and on the military road toward Ponce. This is the only inland railroad on the island. There are other short railroads, most of them starting in the yards of some sugar center and ending in the cane-fields. Some of them maintain a passenger service of a sort, but none of them can be reckoned with if one expects to get from place to place with either speed or comfort. For such travel the motor-car must be used.

"From almost any station on the American Railroad a motor-car may be taken to any point in the near-by interior. It has been only a few years since all this overland travel was done with coach and ponies. But in the past five years the motor has come into more general use, and now these coaches and ponies are confined almost entirely to city and local travel.

"In their place there are now 170 public passenger motor-cars, to say nothing of the 800 private cars. The Atlas line was the first organization to enter the field with motor-passenger service, and this company runs a string of touring-cars between San Juan and Ponce and other points. Generally there is a car of this line each way between San Juan and Ponce daily. Each car will carry four or seven passengers and their hand-baggage.

"But the most novel motor-passenger service has been established recently by the Porto Rico Transportation Co., with the use of two trucks. This company is a branch of the Porto Rico Motor Co., but is separately owned and operated. On September 1, this company started a daily bus service between San Juan, Ponce, and intermediate points. A car leaves Ponce and another one starts from San Juan each morning.

"New bodies were built for these two passenger trucks, and the arrangement is something like that of a street-car. There is a row of double seats along each side of the car, with an aisle in the middle. The front of the car is partitioned off, leaving room for two long seats that extend practically the full width of the car. These are the reserved seats, or parlor-car section. There is room for four or five on each of these long seats.

"The bus is entered by steps in the rear. There is an exit through the front of the car by steps leading down past the driver's platform. Besides the driver there is a conductor who collects fares and sees that passengers get off at their right stops. There is an electric signal connecting the back of the car with the driver's seat by which the conductor may signal to the driver. The reserved seats are upholstered in leather, while the other seats have pads of canvas, much like those used in army-wagons.

"On the rear of the bus what corresponds to the end gate has been converted into two shelves, one on each side of the entrance steps, and baggage may be piled and tied on these shelves.

"The biggest passenger load either of these buses has carried so far is thirty-three people, while they have had as many as ten trunks to carry. Provision also is made for an express service.

"The fare between San Juan and Ponce is $5. A reserved seat costs $1.50 more, or $6.50. The prices are less to intermediate points, and passengers are picked up and discharged at designated points all along the route.

"To an extent this bus service is run in opposition to both the railroad connecting San Juan and Ponce and with the Caguas tramway. The fare on the tramway to Caguas is 90 cents. On the bus the fare is $1 or $1.50 with a seat in the parlor-section. The railroad fare to Ponce, including parlor-car, is about $8, while with the best seats in the bus the fare is $6.50, or $1.50 less. The railroad trip between Ponce and San Juan takes from 9 to 13 hours. For points between Caguas and Ponce on the military road there is no railroad competition with the passenger bus."

THE SHOW IN CHICAGO NEXT MONTH

In Chicago, as in New York, two buildings will be required for the annual motor show which begins on February 11, and closes February 15. It is declared that both buildings will be found decorated in a manner never before attempted in any exposition building. Cathedral glass producing various stained-window effects will be employed. Details are given in *Motor Age:*

"The principal features of the decorative scheme will be found in the ceiling and on the balcony front. Extending from side to side and end to end, completely enveloping roof, girders, and every particle of the overhead construction of the building, will be a gorgeous painting of which the principal features will be twenty-six stained-glass windows, each 22 feet square. Each window will be of a separate design, in each case a reproduction of some classic work of art. These will be so brilliantly illuminated as to stand out in strong contrast with the remainder of the ceiling, and this despite the fact that the entire building will be as brilliantly illuminated as heretofore. Tests of the scheme already made in the building go to prove that the effect will be the most remarkable of its kind.

"The balcony front, a length of 1,000 feet and to a depth of about 10 feet, will be similarly treated, but the pictures will be rural scenes. There will be three of these in each of the twenty-six sections between the girders of the building. All of the pictures will be framed in massive settings, forming a scene at once impressive, dignified, and pleasing.

"Beneath the balcony the walls will be paneled in mahogany frames inclosing plate-glass mirrors, which will be used extensively also in the ceiling above them. It was from this feature that the show might have properly taken the name of the 'Crystal' palace. Mirrors will be used in profusion, tho care has been taken that they shall not offend good taste. In addition to the walls and ceiling, they will adorn massive posts erected below the balcony to disguise the iron girders which support the roof and gallery. These columns will, of course, be ornate and in keeping with the scenes above them.

"Simplicity will mark the decorative feature in the center of the building, and

(*Continued on page* 100)

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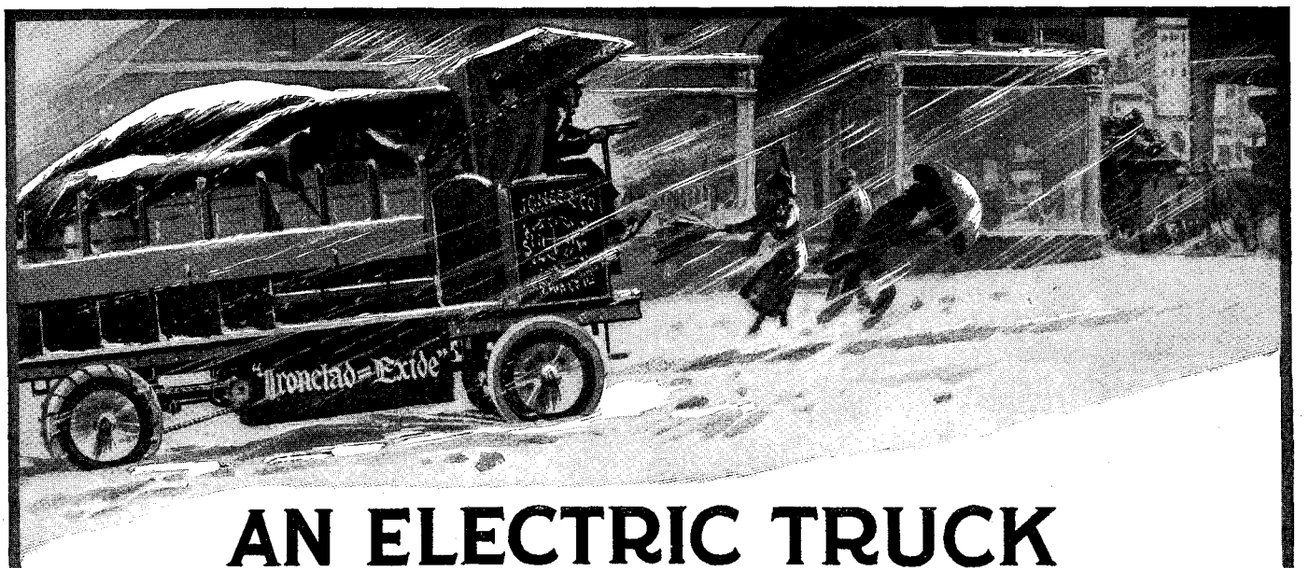

AN ELECTRIC TRUCK
will fight its way doggedly onward despite road or weather

The power can be applied so gradually that slippery streets, icy hills and other difficulties are easily conquered.

But in order to do this, the power supply—*i.e.*, the storage battery—must be dependable and unfailing. Service results throughout the country have conclusively established the superiority of

The "Exide" Batteries

for this service.

These batteries—the "Ironclad-Exide", the "Exide", the "Mycap-Exide" and the "Thin-Exide"—give more miles with less attention and less expense than any other batteries made. They never "stall" when starting heavy loads or upon hills and give satisfactory service in either hot or cold weather. Their continuity of service is unequalled.

"Exide" Batteries are the product of the oldest and largest battery maker in the country, which has been building storage batteries exclusively for the past twenty-five years. Such ability and experience is the best assurance of high quality.

Here is the strongest kind of evidence—evidence that applies only to "Exide" Batteries. *They are used and endorsed by 24 prominent electric vehicle makers. This is the opinion of those who know.*

Full information regarding "Exide" batteries together with any battery help or information will be furnished on request to the nearest sales office.

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Detroit Los Angeles San Francisco Seattle Portland, Ore. Toronto

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Globe-Wernicke Filing Cabinets are inexpensive but sightly. Furnished in dull finish imitation oak and mahogany.

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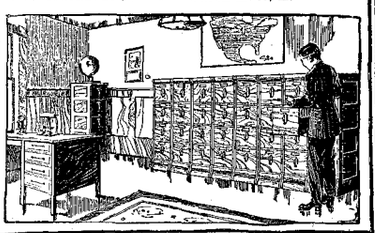

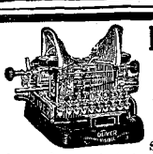

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The Bond Department of this company will be glad to give suggestions and advice regarding investments, and you are cordially invited to make use of this service. At the present time we have a selected list of railroad, public utility, and industrial bonds yielding from 5% to 6% which we recommend for conservative investment, particulars concerning which we will be glad to send on request.

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Guaranty Trust Company of New York
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Capital and Surplus, - - $30,000,000
Deposits, - - - - - 168,000,000

MOTOR-TRUCKS AND CARS

(*Continued from page* 98)

simple lighting effects will be the predominating feature. Ornamental posts will mark the dividing lines of the spaces, and each post will support a cluster of perfectly white 12- and 15-inch electrically lighted globes, designed rather for ornament than illumination. Somewhat similar posts will support the exhibitors' signs, which will be of the same general effect as the windows in the ceiling and on the balcony front, and will, of course, be illuminated from the inside and will furthermore be encased in white globes similar to those at the dividing lines. The dividing lines of the spaces, at the aisle front, will be marked by ornamental pillars, each bearing a sign denoting the name of the product of the space occupant.

"The annex will be completely drest in new material, one feature of which will be the mirrored panels of the posts and walls. The effect of these, as shown by experiment, will be to give the building an appearance of greater size as well as beautifying the surroundings.

"Particular attention is to be paid to the decoration of the armory this season because of the fact that the makers of electric vehicles voluntarily relinquished their claim to space in the larger building in order that all makers of vehicles of that class might be in the same part of the show. They will occupy three-quarters of the center of the main floor and make such an exhibit of electric cars as has never been gathered under one roof. The remainder of the floor will be occupied by gasoline vehicles, as heretofore.

"Those who have been familiar with the lofty roof of the armory will hardly recognize the building in its new dress. To all intents and purposes the roof will have been lowered 30 feet, making a far more homy building. It will apparently be completely roofed by a stained-glass window, of beautiful design, nearly 100 feet wide and 150 feet long.

"Below this all the balconies, except the first, will be hidden by a painted drapery. The upper part of the first balcony, on which exhibits are located, will be richly ornamented, the crowning piece in each section being a cluster of 12-inch globes. The walls and ceiling will be drest in paneled scenery and real flowers to such an extent that nothing else will be visible. Hanging baskets of flowers, each basket 10 feet in diameter, will hang over the center of the floor, and below them, mounted on pillars similar to those in the Coliseum, will be ornamental globes and transparent signs, which will also form a feature of the decoration of the balcony front.

"The lighting of a motor show is a serious question. The show requires about twice as much light as the ordinary exhibition because of the deep colors of the cars and the enormous attendance of spectators. This year the center of the Coliseum will be illuminated by 144 arc lamps, each hung individually.

"The show now has 103 exhibits of passenger-cars, 63 of commercial cars, and about 250 of accessories. There are twelve applications from makers of passenger-cars, an equal number from makers of commercial cars, and nearly 100 from makers of accessories on the waiting list."

FOREIGN BODY STYLES

On January 2 there was opened in the ballroom of the Hotel Astor in New York an exhibition of the latest designs in automobile bodies from foreign makers. The bodies shown were selections from those exhibited at the recent Olympia Show in London and the Salon in Paris, where they attracted much attention, but beside these were exhibited several designs by New York builders. Following are details of the exhibition as planned, taken from the New York *Evening Post:*

"At least two entirely new types of bodies will be introduced by the Salon. These are a four-seated limousine of the enclosed drive type, which is becoming very popular abroad, and a 2-passenger landaulette, which is readily converted into a runabout by folding down the sides and top. The former is entirely enclosed, and there is no division between the front and rear seats. Many of these bodies are fitted with four armchairs for seats. Some of the new 2-passenger landaulettes have a third seat for the chauffeur, which, however, is not to be enclosed. This third seat is on the same level as the front seat, so that the chauffeur does not sit above the passenger and driver, as in the old types of three-seated runabouts.

"European body fashions for the coming year decree the six-seated car for limousines, landaulettes, and touring models. By making the rear seat no wider than the others, this makes an absolutely straight-line body possible, and the tendency toward straight lines has been more pronounced each year. This has another advantage in the case of limousines and landaulettes, as the side windows can be dropt all the way down, because the body is entirely inside the rear wheels. With the old-style body, the windows could only be drop half way. The 6-passenger body of this type is another step toward popularizing the enclosed car for touring purposes by eliminating the bulging back of the three-passengers-on-the-rear-seat type of body; this goes a long way toward improving the appearance of limousines and landaulettes.

"Another new tendency which the Salon will disclose is that of building enclosed bodies very low. This is not accomplished by mounting the bodies lower, for this would be hardly possible, but by providing considerably less head room. The flat roof for enclosed bodies has given way to the curved roof, so that its lines conform in harmony with the general design.

"The big landaulettes, or landaulette-limousines, as they are sometimes called, which will be shown at the Salon, can scarcely be distinguished from the regular limousines. To accomplish this result, all side joints have been eliminated and the rear windows made large. These landaulettes have no overhang when folded, as the part of the top which folds goes into the roof over the door, instead of the entire folding roof falling down behind and making a bulky overhang. To accord with the new 6-passenger style, these landaulettes now have extra seats.

"Several new tendencies will be shown in the open bodies exhibited at the Salon. One of these is the making of the hoods over the motors present an unbroken line from radiator to cowl. Even the windshields are built to harmonize with the other body lines.

"The enclosed cars exhibited will show a marked tendency to return to conservative colors, indicating that the attempt made this past year to popularize fancy colors has failed. Another change will be the painting of the running-gear a different shade than the body. The heavy wide stripes of 1912 have given way to fine striping. Maroons, blue and green, will be the popular colors. The upholstery will be thicker and softer than ever, seat cushions averaging about fifteen inches in depth. Fancy cloths will be used almost exclusively next season, altho there will be one limousine at the Salon finished in velvet."

(*Continued on page* 102)

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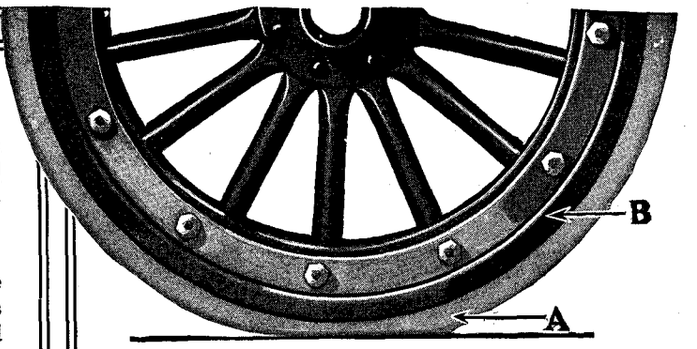
STUDY the illustrations! They show how you can double the efficiency and profit of your heavy service truck.

The upper cut shows the "traction" wave always formed in the ordinary continuous tire under heavy load. This wave, caused by the bulging of the rubber, works into the base and tears the tire from its fastenings. It can't be avoided in any ordinary way. Then, too, this wave forms a constant hill—the tire is always climbing, retarding progress, reducing power efficiency.



Showing traction wave in ordinary continuous tire. (A) indicates where wave forms. (B) indicates base where roll and tread separation occur.

Contrast this condition with the profit-making worth of—

Firestone

Continuous Base—Notched Tread

Truck Tires

The lower cut shows how the Firestone Notched Tread overcomes the wave, by preventing its formation. This is *not* an individual block tire, with tread-tearing, metal-retaining plates. The Firestone continuous base is of the same tough, resilient compound as the tread. These tires hold the road, increase traction, absorb all vibration.

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The Firestone Line of Truck Tires has in it the tire, solid or pneumatic, you need for your particular service. Get the books which tell the story. Ask, as well, for Quick Removable Rim facts. They are valuable.

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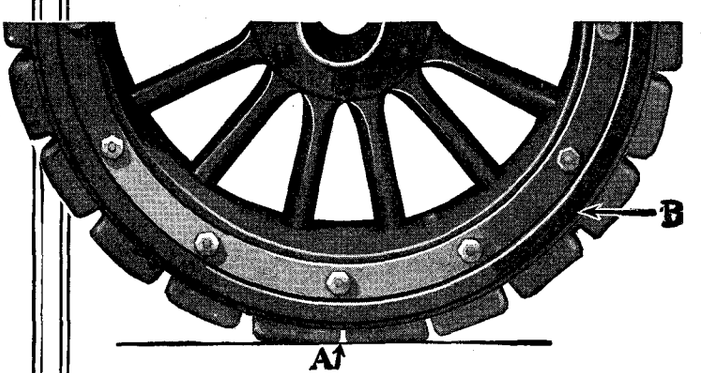

Showing how Firestone Notched Tires overcome destructive traction wave. (A) indicates wave passing off into space between blocks. (B) indicates continuous base—assuring absorption of vibration in every direction.

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Play Billiards and Pool at Home!

$35
Stand $2.50 extra

$3.00 DOWN
$3 Per Month

Table No. 71—Size 3x6 feet. Many other styles and sizes. Prices $15 up, on easy terms.

BURROWES
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are practical Tables adapted to the most expert play. They are strongly made, beautifully finished, with superb cabinet work.

The style illustrated is simple in design, but very strong, with Mahogany finish and handsome stamped bronze corners. It is a Combination Table—for both Billiards and Pool. The following accessories are included without extra charge:

16 pool balls, 4 48-inch cues, 1-36-inch cue, 10 pins for Pin Pool, 1 triangle, 1 bridge, 1 pool bottle, 6 pocket stops, book of instructions, extra tips, cue chalk.

The stand is not essential, but often is a great convenience. With each Burrowes Table is furnished, free, a set of four hardwood leveling blocks, for use in mounting on dining-room or library table.

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223 Fifth Avenue, New York

VENUS

MOTOR-TRUCKS AND CARS

(*Continued from page* 100)

FIRE APPARATUS FOR NEW YORK

All the new fire houses under construction in Greater New York, said to number between forty and fifty, will be equipped with motor-propelled apparatus. Bids were opened in November for twenty-six new aerial trucks. Meanwhile, contracts had already been entered into for thirty-one combination chemical-and-hose wagons, for some high-pressure hose-wagons, and for twenty-eight traction-drawn steam-bearing engines. Altogether eighty-five pieces of new apparatus have been arranged for, involving a cost of about $700,000. At the present time New York has in service four trucks, two water-towers, one gasoline-pump, two tractor-drawn steam-pumps, and eleven hose-wagons all driven by motor. They are installed in houses that were formerly equipped by horse-drawn equipments. Some of the trucks and hose-wagons have been well tested and are declared to have proved satisfactory.

Of the forty or more new fire houses it is expected that nearly one-half will be ready early this year, and the remainder before the year ends. As these have been constructed with special reference to the needs of motor apparatus, it is expected that apparatus will work even more satisfactorily than when housed in buildings formerly used by horse-drawn vehicles. Of these new houses and their equipment *The Automobile* says:

"Of these houses, forty-two are to be fully equipped with fire apparatus. The other three are to be telegraph and signal stations. There will be sixty-one full companies stationed in the various houses, and some of the houses will have as many as three companies assigned to them.

"One fact should be constantly borne in mind in considering the fire-department situation in New York. The horse has been displaced in only a very limited degree. The twenty pieces of apparatus now in service displaced horses, and the departmental officers who use passenger automobiles in place of the time-honored buggies have displaced horses, but the new apparatus will not take a single job from a single horse.

"That is to say, the new houses equipped with motor apparatus will be extensions of the department and not in any sense substitutes of motor equipment for horse-drawn equipment. If the giant experiment proves to be successful, then the horse will be gradually rooted out until the department is completely motorized.

"Of the forty-two fire houses, thirty will be for the accommodation of one or more pumping-engines and a truck; four will be occupied by hook-and-ladder trucks alone, and the other eight will house single engine companies. The total cost to the city will be $2,153,800, and the motor equipment will cost an aggregate of $1,259,000. Of this sum about $700,000 has been covered by the present contracts.

"To the outsider it seems rather strange that the fire department itself, operating a number of establishments that are in legal effect garages pure and simple, should violate the law covering garage construction. This, however, has been the case since the enactment of the combustibles law as applied to New York structures. In the new houses the law is strictly observed. This point alone caused the department much anxiety, but the plans submitted cover the situation rather ingeniously. The law provides that gasoline shall not be stored within any building where the fumes may come into contact with live fire such as is required to keep up steam in the boiler located below the station of the fire-engine. The way the department gets around the difficulty in building the new houses is to provide no direct communication between the basement in which the boiler is located and the apparatus floor upon which the automobile fire-engine stands with its tanks full of gasoline.

"Thus the openings from the basement are not by stairways to the apparatus floor, but by stairs that open on the street. The arrangement of these stairs cuts pretty close to the letter of the law.

"As a general thing, the new houses are narrower than houses designed for a similar amount of horse-drawn equipment. The reason for this fact is that the motor-propelled apparatus does not require as much room as is needed for stalls in addition to a similar amount of space for the horse-drawn apparatus. Thus where the department has purchased a number of 50-foot lots the general width of the new double-houses is 42 feet. This means a saving in structural expenses and gives opportunity for better sanitation, more air, and added economy in maintenance. Brick, stone, and concrete are used, and the various types of buildings now under construction are far more sightly than those in service.

"Aside from the motor equipment now in service and that which has been ordered, the fire department has 182 steamers, 183 hose-wagons, 99 hook-and-ladder trucks, and 3 water-towers, all horse-drawn. Some of it was manufactured over 30 years ago, but a large percentage of the apparatus is of the latest and most efficient type.

"A tremendous amount of effort is spent to maintain the horse-drawn apparatus at top-notch service efficiency, and even the older steamers show by their spick and span appearance and the avidity with which they attack their duties that they have been well kept. But still further, the care that has been expended upon the horse apparatus is an earnest of what will happen when the new motor equipment is installed.

"Fire departments have ample labor, money, and time to maintain apparatus. On the other hand, the service is exceedingly severe when the call sounds, and the factor of safety in the construction of fire-engines must be liberal or the life of the piece will be short, despite the care and attention that is given to all fire apparatus.

"The subject of present and future motor apparatus for the New York department is of the widest importance. The present equipment is actually small compared with the size and importance of New York. Save in a very few instances the apparatus now in service was produced at factories that specialize in fire apparatus and not automobiles. Whether it be a consequence or no of that condition, it is nevertheless a fact that the New York fire department has had an enormous amount of trouble with its motor apparatus so far.

"Of course it would be inconceivable to suppose a case where a great municipal department could change from horse-drawn equipment to automobiles without experiencing some sort of trouble, and the New York department has had plenty of it.

"The legal regulations that surround the acceptance of any material thing have served to protect the department from money loss on account of the failure of some of the apparatus tendered for test, but those regulations have not prevented a series of bloodletting delays that followed the rejection of certain offered apparatus upon which high hopes had been built."

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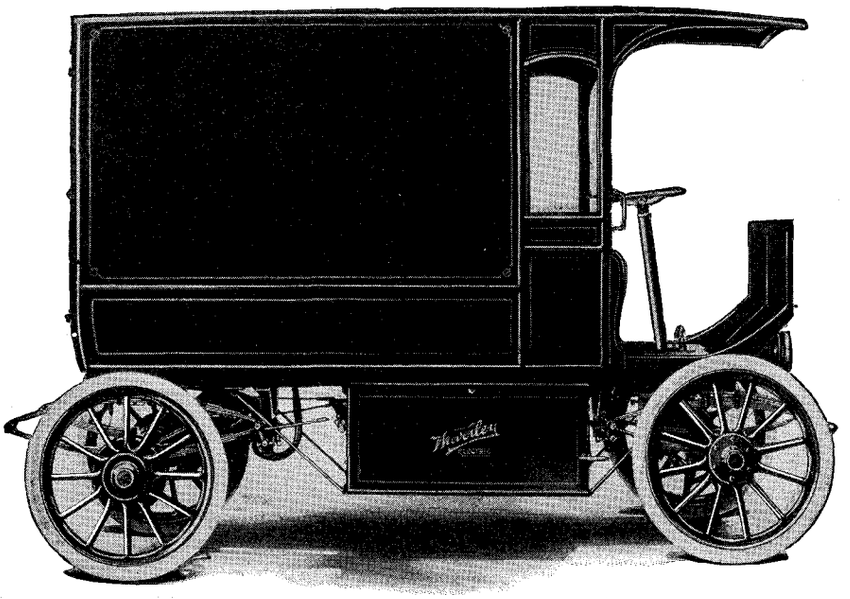

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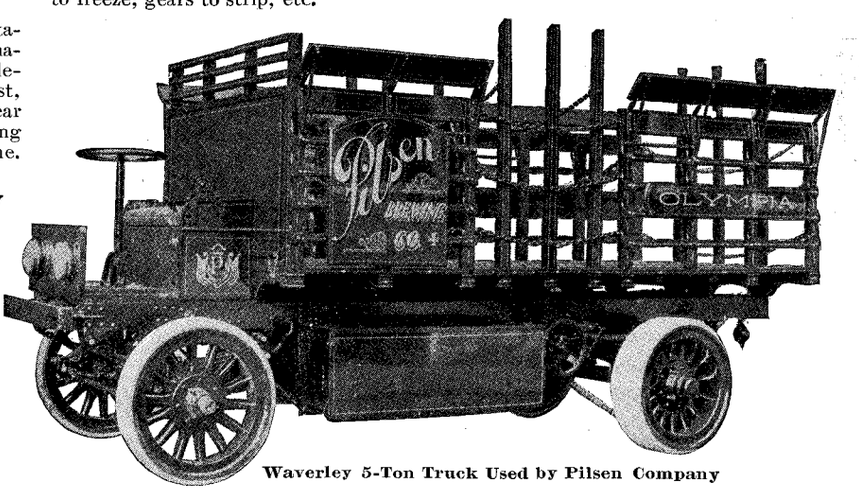

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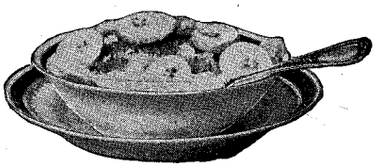

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CURRENT POETRY

THE war between the intellect and the emotions might seem to be a conflict between prose and poetry if it were not for the fact that many poets take their art as a product of deep thought rather than as an outburst of passion. The critics hold that it should be primarily the artistic expression of feeling. In his admirable essay on "The Kinds of Poetry," in *The Journal of Philosophy, Psychology, and Scientific Methods*, Prof. John Erskine notes that "criticism has never agreed with the poets that the eternity of the lyric should be provided for in the end of it, in the more intellectual part; rather theorists of literature have formulated a platitude that the lyric is great by virtue of elemental, universal emotion." He remarks that "this would seem to be, however, a reading of history into a prudent recipe for fame," and proceeds to examine the idea in this way:

"Unless it is an affectation, the lyric renders an emotion truly felt, and this sincerity of intuition appears to be all that the poet can be expected to care about. So far as his fame is concerned, the greatness of his poem will depend upon the number of men who share his emotion. That he ought not to take thought overmuch, nor choose between emotions even if he could, seems proved by the very large number of lyrists who have come to their own through the belated sympathy of a new age, to which they would never have appealed had they consulted contemporary preferences in their emotions. And even if the lyric poet has missed fame by the singularity of his reactions to experience, his work is still recognized as lyrical if it have the attitude that responds to life always as a rapturous present moment."

Whatever may be said of the technic of the verse of that remarkable "tramp poet," W. H. Davies, it must be admitted that his work possesses the quality which Professor Erskine regards as the essential of lyric poetry. Take for example the lines from *The Spectator* which we give below—lines of an Elizabethan quaintness, and full, surely of the sense of the "rapturous present moment."

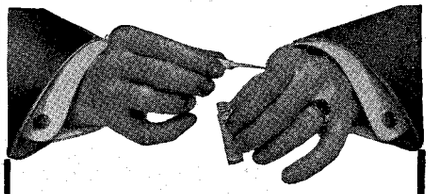
A Greeting

BY W. H. DAVIES

Good morning, Life—and all
Things glad and beautiful,
My pockets nothing hold,
But he that owns the gold,
The Sun, is my great friend—
His spending has no end.

Hail to the morning sky,
Which bright clouds measure high;
Hail to you birds whose throats
Would number leaves by notes;
Hail to you shady bowers,
And you green fields of flowers.

Hail to you women fair,
That make a show so rare
In cloth as white as milk—



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Be 't calico or silk:
Good morning, Life—and all
Things glad and beautiful.

To the colloquial simplicity of this poem, the sonorous grandeur of "Lures Immortal" stands in strong contrast. Stephen Phillips is one of the few living poets who can write blank verse. Blank verse is not for riming sociologists or esthetes or amateur decadents; it is for the masters of thought. In spite of its exact music, this poem's tremendous imagery, its spirit and to a great extent its phrasing suggest Whitman. We take it from *The Westminster Gazette*.

Lures Immortal

BY STEPHEN PHILLIPS

Sadly, apparently frustrate, life hangs above us,
Cruel, dark, unexplained;
Yet still the immortal through mortal incessantly pierces
With calls, with appeals, and with lures.

Lure of the sinking sun, unto undreamed islands,
Fortunate, far in the West;
Lure of the stars, with speechless news o'erbrimming,
With language of darted light;

Of the sea-glory of opening lids of Aurora,
Ushering the eyes of the dawn;
Of the callow bird in the matin darkness calling
Chorus of drowsy charm;

Of the wind, southwest, with whispering leaves illumined,
Solemn gold of the woods;
Of the sea, that soul of a poet a-yearn for expression,
Forever yearning in vain!

Hoarse o'er the shingle with loud, unuttered meanings,
Hurling on caverns his heart,
Of the summer night, what to communicate, eager?
Perchance the secret of peace.

The lure of the silver to gold, of the pale into color,
Of the seen to the real unseen;
Of the voices away to the voiceless, of sound into silence,
Of words to a wordless calm;

Of music, doomed unto wandering, still returning
Ever to heaven and home.
The lure of the beautiful woman through flesh unto spirit,
Through a smile unto endless light;

Of the flight of a bird thro' evening over the marsh-land,
Lingering in heaven alone;
Of the vessel disappearing over the sea-marge,
With him or with her that we love;

Of the sudden touch in the hand of a friend or a maiden,
Thrilling up to the stars.
The appeal of the death of a soldier, the moon just rising,
Kindling the battle-field;

Of the cup of water, refused by the thirsting Sidney,
With the final pang athirst;
Of the crucified Christ, yet to those arms extended,
Wide, as a world to embrace;

And last, and grandest, the lure, the invitation,
And sacred wooing of Death;
Unto what regions, or heavens, or solemn spaces,
Who, but dying, can tell?

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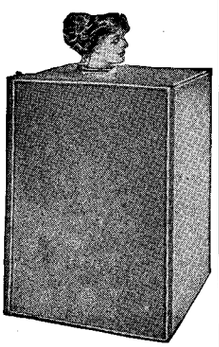

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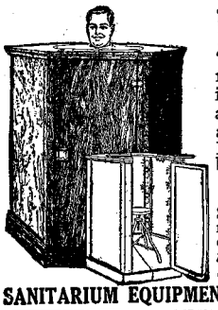

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Alfred Noyes has the courage to express the ancient virtue of patriotism—a virtue which few modern English writers seem to cherish. The following verses, from the London *Mail*, are characteristically high in thought and vigorous in expression. The second and third stanzas are splendidly conceived.

The Sword of England

BY ALFRED NOYES

Not as one muttering in a spellbound sleep
  Shall England speak the word;
Not idly bid the embattled lightnings leap,
  Nor lightly draw the sword!

Let statesmen grope by night in a blind dream;
  The cold clear morning star
Should like a trophy in her helmet gleam
  When England sweeps to war!

Not like a derelict, drunk with surf and spray,
  And drifting down to doom;
But like the Sun-god calling up the day
  Should England rend that gloom.

Not as in trance, at some hypnotic call,
  Nor with a doubtful cry;
But a clear faith, like a banner above us all,
  Rolling from sky to sky.

She sheds no blood to that vain god of strife
  Whom striplings call "renown";
She knows that only they who reverence life
  Can nobly lay it down.

And these will ride from child and home and love,
  Through death and hell that day;
But O, her faith, her flag, must burn above,
  Her soul must lead the way!

The pessimism as to national affairs which seems to possess William Watson, somewhat to the detriment of his work as a poet, shows clearly in the poem which we take from a recent number of *The Spectator.* But the pessimism of his thought does not deprive him of his power to marshal beautiful words in stately measures; as a picture this poem deserves the highest praise.

The Sappers and Miners

BY WILLIAM WATSON

In lands that still the heirs of Othman sway,
There lives a legend, wild as wildest note
Of birds that haunt the Arabian waste, where rolls
Tigris through Bagdad to the Persian Sea.
'Tis fabled that the mighty sorcerer,
King Solomon, when he died, was sitting aloft,
Like one that mused, on his great lion-throne;
Sitting with head bent forward o'er his staff,
Whereon with both his hands he leaned. And tribes
And peoples moved before him, in their awe
Not venturing nigh; and tawny fiercenesses,
Panther and pard, at timorous distance couched;
While Figures vast, Forms indeterminate,
Demons and Genii, the Enchanter's thralls,
Cloudily rose, and darkly went and came.
But so majestic sat he lifeless there,
And counterfeited life so perfectly,
That change of hue or feature was by none
Seen, and none guessed him dead, and every knee
Rendered him wonted homage, until worms
Gnawing his staff, made fall that last support,
And with it fell the unpropt Death, divulged
In gorgeous raiment to the wondering world.

So may an Empire, from whose body and limbs
The spirit hath wholly fled, still seem to breathe
And feel, still keep its living posture, still
Cheat with similitude of glory and power
The gazing Earth, until the evil things
That burrow in secret, and by night destroy,
Unseat the grandiose Semblance, and man's heart
Hastes to forget the obeisances he made
To a jeweled corse, long ripe for sepulture.

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PERSONAL GLIMPSES

A CHANCE WITH CHANCE

HOPES for the future of the New York American League baseball club were given a considerable boost the other day by the announcement that President Frank Farrell would in all probability employ Frank Chance, erstwhile player-manager of the Chicago Cubs, to manage the Yankees next season. The leading baseball writers say Chance is one of the ablest managers in the business, and under his leadership Farrell's team ought to finish at or very near the top of the percentage column next fall. This brief story of his career we find in the New York *World:*

Frank Chance is one of the most remarkable men that has ever been in baseball. In 1898 he came to the Cubs on the recommendation of Bill Lange, the one-time great outfielder of the Cubs, now living in retirement in California. Chance did not even have a minor league reputation and signed for $1,200 per year. Seven years later, when Charles W. Murphy secured the backing of Charles P. Taft of Cincinnati and bought the Chicago club, Chance was the manager. He secured a 10-per-cent. interest on the same terms that Murphy obtained the controlling interest. In the following year the Cubs won the National League pennant, but were beaten for the World's championship by the White Sox. The club that year practically paid for itself. Chance's share of the profits was within $50 of the cost of his 10-per-cent. interest. Now his wealth is estimated at $150,000. This sum represents his baseball earnings and dividends and returns from investments in California.

Frank Leroy Chance was born on September 9, 1877, at Fresno, Cal. He is of English-Scotch extraction, although both parents were American born. His father was President of the First National Bank of Fresno.

Chance attended the public schools in Fresno. After the death of his father in 1891 he was sent to Washington College at Irvington, Cal. He was catcher on the college nine in 1893-4-5, but instead of graduating decided to become a professional baseball player against the wishes of his family, who wanted him to become a bank clerk. Frank was led to this decision by a former classmate, Rod Wagner, who was manager of a semipro club at Sullivan, Ill. So in 1896 he signed with Sullivan at a salary of $40 a month.

He returned to college in 1897, playing Saturdays and Sundays on the Fresno team, which was entered in a Pacific Coast Amateur Championship Tournament. Fifty teams played in the elimination tourney. Fresno finished third.

In this league Chance batted .479, and his work attracted the attention of major league scouts. Offered position with New York, Baltimore, and Chicago (Baltimore offering $300 more salary than Chicago), Chance chose Chicago because of the better opening, for Tim Donahue was the only regular catcher. He caught until 1903, when he was transferred to first base to give the team the benefit of his batting and base

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running every day. Chance led the league with sixty-seven stolen bases.

When Frank Selee was compelled to surrender his position as manager, on account of ill health, in the season of 1905 Chance was named for the position by President James A. Hart. The following year, the first of four National League pennants was won by the Cubs. The others were in 1907, 1908, and 1910. The club won the world's pennants in 1907 and 1908 from Detroit, and lost in the final series to the White Sox in 1906 and the Philadelphia Athletics in 1910. It was during this period of success that Chance was given the title of Peerless Leader.

Following the season of 1908 Chance and President Murphy had a quarrel, and the manager refused to play and offered his stock for sale. A compromise was effected, which resulted in the Peerless Leader signing a four years' contract, which expired this fall.

The real cause of the disagreement last fall between Murphy and Chance has not been made public. Many reasons have been advanced, but they are unverified.

SHE IS "UPLIFTING" OKLAHOMA

A DARK-HAIRED, bright-eyed little slip of a woman from the West came to New York the other day and immediately became the talk of the town. And it might be added that she came without a press agent. If Kate Barnard had brought one with her or sent him in advance—which would have been out of her line—he would have been a useless appendage in the metropolis, for the newspapers, as well as hundreds of persons interested in uplift work, were more than willing to give her all the publicity that could be expected. They had already heard about "Miss Kate," as she is called by thousands of poor children, underpaid working girls, convicted criminals, and other beneficiaries of her work in Oklahoma, and were anxious to find out more, and then to pass the interesting story on to those who had not heard. Miss Barnard is one of the ablest and most successful "uplifters" in the business, and, altho she has already accomplished wonders, her youthfulness would indicate that her career is only fairly well begun. Her interesting personality and some of the things she has done are described in the New York *Times*, which says in part:

She went down to Arizona for a holiday last winter; and she hadn't been there a fortnight before she was in the midst of a prison-reform fight. She didn't get the rest she went for; she won her fight instead.

Miss Barnard came to New York for lectures and for investigations. "There are some things I must know about the way you do things in the East," she said, "and your men here tell me that they want to know about the way we are doing things in the West. So I'm telling what we are trying to do, and I'm looking at all that you've done. That's what I'm here for. And then"—she confest, girlishly, "I did—I

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THE IRISH AGAIN, are celebrated for their rollicking humor and keen wit. Good stories of them are always welcome. Certainly when one of the cleverest of Irish storytellers brings out a book it can not fail to make a hit. Seumas MacManus is the present day Prince of Irish Storytellers, and his book **"The Red Poocher,"** has been greeted everywhere with such superlatives of praise that it is useless to try to quote them. May as well let every reader invent his own exclamations of delight when he closes the book. It can be had for 75 cents postpaid.

THE IRISH ONCE MORE, are lovers through and through. When we want an ideal love story, we pick out a gallant, poetic, passionate Irishman and his blue-eyed colleen, and we are pretty sure to develop a love story fit to set to music or put upon the stage. There are always novelty, humor, tenderness, passion, and sometimes tragedy in them. Anna MacManus, sometimes known as *"Ethna Carbery,"* the wife of Seumas MacManus, was endowed with a rare insight into the character and nature of these people—her people. With the pen of an artist and a great love in her heart, she has written six beautiful, throbbing, magically appealing Irish love stories which now appear in the book **"The Passionate Hearts,"** a treasure for any one. The price is 75 cents postpaid.

THE IRISH FINALLY, have a wealth of legend, folk-lore, and mythology. The wonderful doings of their ancient kings and warriors read like fairy tales, and such indeed they are in large part. Magic swords, spears, and armor; the miraculous "quicken-tree," grown from a fairy seed; the fairy fleeces; the wonderful whistler whose flute-like notes charmed his enemies into fateful sleep; the superhuman prowess of the old-time heroes; the devotion of friends and the relentless hate of enemies—all play important parts in the legendary past of this picturesque people. Anna MacManus, author of *"The Passionate Hearts,"* has given us nine stories of Irish adventure, legend, and mythology in her new book **"In the Celtic Past."** The stories glow with warm color and throb with chivalrous action and exciting adventure. The price of **"In the Celtic Past,"** is the same as that of *"The Passionate Hearts,"* 75 cents postpaid.

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really did want to get acquainted with New York."

It has apparently never occurred to Kate Barnard that, for her own sake, people and cities might "want to get acquainted" with her. She sees nothing at all extraordinary in the work that she does, or even in the fact that she is the most powerful person in Oklahoma, and a force to be feared in Kansas and Arizona, and other States besides.

She began factory-investigation work at twenty because she saw something to do, and it seemed the most natural thing in the world for her to pitch right in and do it. And she helped draft the Oklahoma constitution, and to make the young State the State that it is.

That was ten years ago. Kate Barnard and her father had come eight years before to Oklahoma—come as so many families do, because they had lost their money and must make a new beginning somewhere. The girl's mother was dead; she and her father were all alone. And when he obtained a place as postmaster, she used to help him about the office when she was little more than a child.

Ten years ago every one who wanted anything in Oklahoma, Kate Barnard says, was trying to put what he wanted into the new constitution. "And there were all the poor, and the helpless, and nobody fighting for them," she said. "So what was I to do?"

What she did was to insist, with all her girlish enthusiasm, that the State of Oklahoma should make some provision for its helpless folk. She argued lustily for child-labor bills and charity work and prison laws. Because there did not seem to be any one else to do it, she went to St. Louis herself and studied the factory life and the factory inspection there. Then she went to Chicago, and for the two hardest months of her by-no-means easy life she lived with the women and children who worked in mills and mines in and near the western metropolis.

Miss Barnard took time to write to successful social workers all over the country, and ask what they were doing and what she should do. She was in the habit of doing things in her own way, but she was also level-headed enough to realize that a pioneer in a new field can not overestimate the value of the experiences of older and more experienced leaders who have blazed other trails. We read on:

She is an eager, intense, fiery little person; she talks very fast, with gestures and smiles and frowns and sometimes with tears too; she is all alive with enthusiasm, and she is not afraid either of showing her feelings or of confessing that she has "prayed a great deal" about her work. She is not at all aggressive; she is sometimes very wistful when she talks about "her boys" in prison and "her girls" in factories. She talks about religion and brotherhood as simply as a child.

Looking at her, and listening to her, with her tiny face and her ninety pounds, and her five feet of height, her big eyes, and her earnest young voice, it is impossible not to think of her as a child, and then one remembers, with a sort of shock, the work that she has done. She looks like a schoolgirl; she talks like an idealist; she is, perhaps, a visionary, but she works with practical efficiency and common sense.

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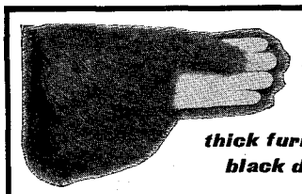

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When "Miss Kate"—as they began to call her because she was so young and so little—finished her investigations in St. Louis and Chicago, and completed the letters to all the social workers, she went back to Oklahoma and went on the stump. She talked all over the State; she talked in halls, and she talked on soap-boxes. She made forty-four speeches inside of three weeks.

People said that her appeal was "largely personal," that she "swayed the emotions" of her hearers, and made them vote for a child-labor bill whether they wanted to or not; and she replies to such criticism that that was exactly what she had been trying to do.

What with speeches and investigations, and personal appeals, Kate Barnard, alone and unaided in her own State, secured 97 votes of the 112 at the constitutional Convention, and "her constitution" went through. Judge Lindsey drafted a juvenile court law for the new State, at "Oklahoma Kate's" request; A. J. McKelvey went out to Oklahoma to help Kate Barnard on the Child Labor Bill. The Russell Sage Foundation sent Samuel Barrows out to Oklahoma to help the Oklahoma girl draw up the right sort of prison laws. Into the making of Oklahoma's statehood went compulsory education, the prohibition of child labor, prison laws—the things that Kate Barnard put there.

And she saw to it that the office of Commissioner of Charities and Corrections, to which she was elected immediately after its creation, was no mere honor with a nice little pension attached. About that time she was offered $2,500 a year to take a business position, but her friends are quite sure she would have declined a salary four times as large rather than give up the public career she had started upon. To conclude:

In the ten years that have passed since Kate Barnard put through what are still known as "the Kate planks," and helped to make her State, she has worked harder than ever, not only in Oklahoma, but in neighboring States as well. Kansas knows her because of her merciless exposures of prison and mining conditions there four years ago; Arizona has looked to her for help. And lately she has done tremendous national work in connection with the Prison Labor Committee's "contract labor" activities. She has even joined the Federation of Labor, and organized the workmen of her State. And she succeeded a short time ago in restoring $2,000,000 to the Indians and prosecuting the men who tried to deprive the "Government's wards" of their oil lands.

However frankly she tells you that she depends on prayer to win her success; however far out on the seas of enthusiasm her eagerness may sweep her, a very short conversation with "Oklahoma Kate" is enough to convince any one of her practical good sense, of her executive ability, of the solid ecomonic basis on which she builds her reforms. She aims, she says, at scientific statecraft; she wants to put humanity on the level of importance with finance and law; and she is doing it by the simplest and sanest of *economic methods*.

There are, among other possible "crusades," two things of which the young State

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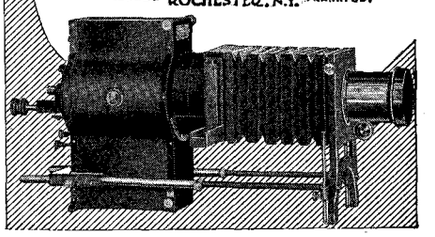

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of Oklahoma stands especially in need. They are, the State Charity Commissioner says, prison reform and pure milk. The particular sort of prison reform that is sought in Oklahoma is in the "after care" of convicts whose sentences have expired; the need for pure milk is concentrated in busy Oklahoma City, where, according to social workers, thousands of children have suffered in the last year because of the scarcity of really good milk. To the ordinary onlooker's mind, there does not seem to be much possible connection between nourishment for children and care for convicts. It has remained for Miss Barnard to propose a solution of the two problems together, and to give pure milk to the children of Oklahoma City by putting Oklahoma's convicts to work.

THE SPICE OF LIFE

Any More?—For President of the "I Should Worry" Club: Mayor Gaynor. —*Cincinnati Enquirer.*

Other Means.—It isn't necessary to have an automobile to run down one's neighbors.—*Salt Lake Deseret News.*

The Sweet Thing.—"This piece of lace on my dress is over fifty years old."

"It's beautiful. Did you make it yourself?"—*New Orleans Times-Democrat.*

Fortunate.—UNCLE—"I understand that young Brown is utterly ruined by speculation."

NIECE—"How lucky that we agreed to keep our engagement secret."—*Fliegende Blaetter.*

The Rub.—"He says his poor children need another mother."

"Then why doesn't he take one home?"

"Seems the children pay the rent, and they are very hard to convince."—*New York American.*

Easy Figuring.—"See how I can count, mama," said Kitty. "There's my right foot. That's one. There's my left foot. That's two. Two and one make three. Three feet make a yard, and I want to go out and play in it!"—*Chicago Tribune.*

Encouraging.—"I can't understand how you have the presumption to think I would permit my daughter to become your wife."

"It does seem rather surprizing, I suppose; but cheer up. You're not half as badly upset as I was when she suggested it to me."—*Chicago Record-Herald.*

Reconcilable.—The Duke de Roquelaure was told that two ladies of the court, had a quarrel and had cast all kinds of invectives at each other. "Did they call each other homely?" asked the Duke.

"No, my lord!"

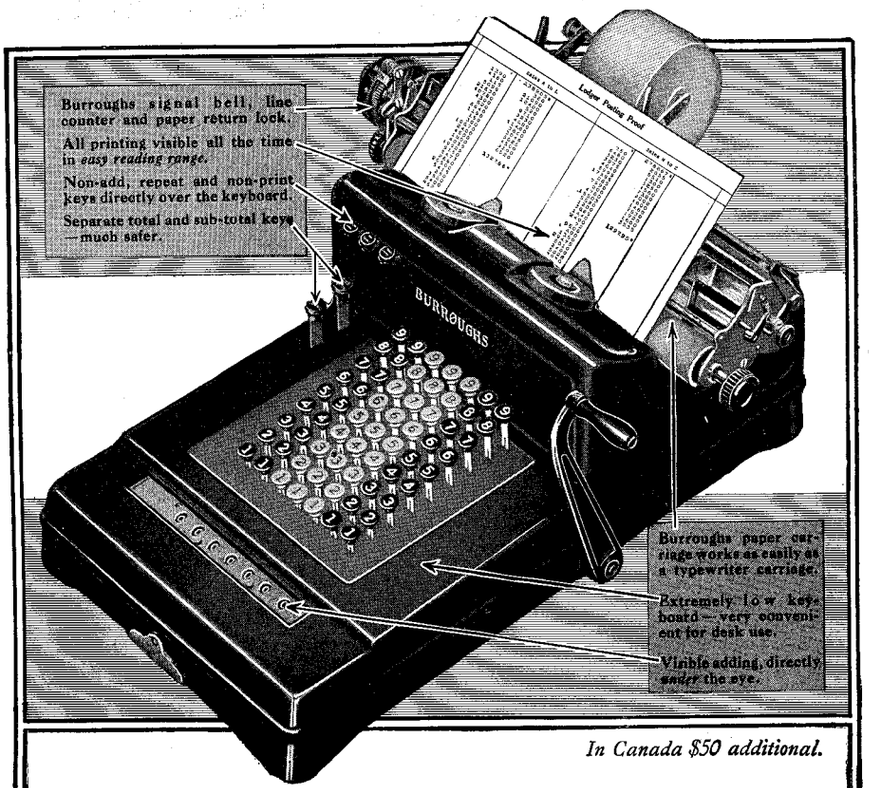
"All right; then I will see that they become reconciled."—*Life.*

Wish Realized.—Le Fanu, in his "Seventy Years of Irish Life," tells of a peasant who said to a gentleman:

"My poor father died last night, your honor."

"I'm sorry for that, now," answers the other, "and what doctor attended him?"

"Ah! my poor father wouldn't have a doctor; he always said he'd like to die a natural death."—*San Francisco Argonaut.*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CURRENT EVENTS

Foreign

December 30.—According to an official report, the death rate in Russia last year was 31 per 1,000 population, the highest in the world.

Alfred von Kiderlen-Waechter, Foreign Secretary of the German Empire, dies at Stuttgart.

Domestic

WASHINGTON

December 31.—Our trade treaty with Russia expires.

January 2.—Senator J. W. Bailey, of Texas, delivers a farewell address assailing his enemies and the progressive trend in the national Government.

GENERAL

December 27.—President-elect Wilson visits Staunton, Va., his birthplace.

December 28.—Thirty-eight of the forty labor-union officials indicted in the dynamite conspiracy case are convicted at Indianapolis.

Governor Wilson speaks at Staunton.

December 29.—President Taft reaches Key West on his way home from Panama.

Thirty-three of the men convicted in the dynamite conspiracy case at Indianapolis are sentenced to imprisonment in the Federal penitentiary, five of the 38 found guilty by the jury being freed by Judge Anderson.

Robert Lee MacCameron, the artist, dies at his home in New York.

December 30.—Between 75,000 and 100,000 garment workers in New York walk out because their demand for better wages and improved shop conditions is refused.

December 31.—The United States Steel Corporation announces its intention to build a $20,000,000 plant at Sandwich, Ontario, opposite Detroit.

Adolph S. Ochs sells the Philadelphia *Public Ledger* to C. H. K. Curtis and John Gribbel.

Cipriano Castro, formerly President of Venezuela, on his arrival at New York, is stopt at Ellis Island by the immigration authorities.

January 1.—The parcel-post service begins.

The following Governors are inaugurated: Connecticut—Simeon E. Baldwin, Democrat; Massachusetts—Eugene N. Foss, Democrat; Minnesota—Adolph O. Eberhart, Republican; South Carolina—Coleman L. Blease, Democrat; Tennessee—Ben W. Hooper, Republican-Fusion; Texas—Oscar B. Colquitt, Democrat; Utah—William Spry, Republican; Wisconsin—Francis E. McGovern, Republican; Rhode Island—Aram J. Pothier, Republican; Colorado—Elias M. Ammons, Democrat; Delaware—Charles R. Miller, Republican; Florida—Park Trammell, Democrat; Idaho—John M. Haines, Republican; Illinois—Edward F. Dunne, Democrat; Indiana—Samuel M. Ralston, Democrat; Iowa—George W. Clarke, Republican; Michigan—Woodbridge N. Ferris, Democrat; Missouri—Elliott W. Major, Democrat; Montana—Samuel V. Stewart, Democrat; Nebraska—John H. Morehead, Democrat; New York—William Sulzer, Democrat; North Carolina—Locke Craig, Democrat; North Dakota—Louis B. Hanna, Republican; Ohio—James H. Cox, Democrat; South Dakota—Frank M. Byrne, Republican; Washington—Ernest Lister, Democrat; West Virginia—Dr. H. D. Hatfield, Republican-Progressive.

January 2.—United States Senator Jeff Davis, of Arkansas, dies at Little Rock.

Samuel D. Felker, Democrat, is elected Governor of New Hampshire by a fusion vote of Democrats and Progressives in the legislature.

In return for the support of the Progressives, the Democrats help to elect W. J. Britton, Progressive, Speaker of the House.

The strike of knitting-mill employees at Little Falls, N. Y., ends with the acceptance by the strikers of compromise terms proposed by the State Board of Mediation and Arbitration. The unskilled laborers, most of whom are women, are to receive the same wages under the 54-hour law as when they worked sixty hours a week.

All of the men sentenced in the dynamite case, except H. S. Hockin, obtain writs of error preparatory to testing, in the United States Court of Appeals, the legality of the verdict.

R. S. Sheridan, C. O. Bronson, and A. R. Cruzen, connected with a Progressive newspaper at Boise, are given ten days in jail and fined $500 each on contempt charges growing out of editorial criticism of the Idaho Court of Appeals for barring Progressive electors from the ballot last November.

January 3.—James R. Keene, financier and turfman, dies in New York.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"B. M. H.," White Plains, N. Y.—"Is it correct to use the word 'shattered' in connection with such words as visions, dreams, ideals, etc.?"

It is correct. Visions, dreams, ideals may be thought of as standing before one in the form of a picture or tableau, which may fall away in fragments, be dissipated, or be destroyed.

"W. A. J.," Newport News, Va.—"Please state whether the following sentence is grammatically wrong: 'The girls I *was* with did not take it.'"

The sentence is correct. It does not please the ear because of the repetition of sounds: "girls I *was* with." The longer form, "girls with whom I was" *sounds* better, but otherwise is no improvement.

"W. W.," Manhattan, Kan.—"Kindly advise me whether 'summer' and 'winter' should be written or printed with capital letters."

No, unless there is some special reason for using capitals.

"W. T. M.," Gillett, Ark.—"Please state whether 'were' is correct in the following sentence, and give reasons: 'I wish I had a collar that *were* smaller.'"

No; use "was." Better still, say "had a smaller collar."

"G. C.," Mascoutah, Ill.—The English word "hall" is not derived from the German word "halle"; one is as old as the other, and they come from a common ancestor. The German word "Turnhalle" may be used in its German form in English, or it may be changed to English form as "Turnhall."

"A. P.," Greenville, S. C.—"(1) Please tell me when to use 'was' and 'were,' 'ought' and 'should,' and cite examples. (2) In conversation, do you speak 'to' or 'with' a person? (3) Is the following sentence grammatically correct: 'The scenery is wondrously beautiful'?"

(1) Use "was" when "I," "he," "she," or "it" could stand as the subject, except in a clause which makes an assumption contrary to fact. In such a clause, and further in every passage where "you," "we," "they" could stand as the subject, use "were." "*I, he, she, it was* there"; "If I *were* there" (but I am not); "You *were* there"; "If you *were* there" (whether you were or were not); "If I *was* there" (conceding that I was). "Ought" is stronger than "should." Which you should use, or ought to use, depends upon your own feeling. (2) "Speak" means "to communicate with another orally," "to converse with another." In this sense it may be followed by the preposition "with." But in the sense of "to address another" it should be followed by "to." (3) The sentence is correct.

"H. J. S.," Louisville, Ky.—"Please state whether the verb 'are' is used correctly in the following sentence: 'Whereas the second party desires the use of a driveway 500 feet long, of which 200 ft. *are* on land of the first party and 300 ft. *are* on land of the second party.'"

The puzzling question arises because the sentence does not show whether "which" looks to "driveway" as its antecedent or to "500 feet." One would say, "200 feet *of the driveway is* on the land of the first party"; but 200 feet *of the 500 feet are* on the land," etc. On the whole, the writer appears to say, "a driveway 500 ft. long, *of which driveway* 200 ft.," etc.; and the Lexicographer would use "is."

"R. H. L.," Cobalt, Ont.—"(1) Is the verb 'lay' correctly used in the following sentence: 'Under those conditions I do not want the letters to *lay* on your desk'? (2) Which is correct: 'By his conversation he inferred that a certain thing would happen,' or 'By his conversation he intimated that a certain thing would happen'?"

(1) One should say, "The letters to *lie* on your desk." The verb *to lay* is a transitive verb meaning "to make or cause to lie." (2) "*From* A's conversation B *inferred* that a certain thing would happen"; or "*In* A's conversation he [*i.e.*, A] *intimated* that a certain thing would happen."

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